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JUL - 6 2001

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SAN FRANCISCO
PORT COMMISSION

REGULAR MEETING
4:00 P.M., TUESDAY, JULY 10, 2001
BAYSIDE CONFERENCE ROOM
PIER 1, S.F. 94111

01-06-01A10:42 RCVD

AGENDA

1. **ROLL CALL**

2. **APPROVAL OF MINUTES** - June 26, 2001 Regular Meeting

3. **EXECUTIVE**

   A. Executive Director's Report
   - Status Report on the preparation for Harry Bridges 100th Anniversary Parade and Plaza Dedication Ceremony on July 28, 2001.
   - Fourth of July Celebration on the Waterfront.

4. **PLANNING & DEVELOPMENT**

   A. Request for approval of locations for Public Service Kiosks by JCDecaux San Francisco Inc. along The Embarcadero between Bay Street and Bryant Street. (Resolution No. 01-53 to 01-56) (Staff report provided to the Commission.)

   B. Request for authorization to enter into a contract modification to add $120,000 to the Port's contract with the consultant team led by Economics & Planning Systems, Inc. for additional assistance negotiating the development agreement and lease and conducting project review for the Bryant Street Pier Project. (Resolution No. 01-57) (Staff report provided to the Commission.)

   C. Request for approval of amendments to the Waterfront Land Use Plan, Waterfront Design & Access Element. (Resolution No. 01-58) (Staff report provided to the Commission.)

   NOTE: ITEM 4D WILL BE HEARD AFTER 5P.M.

   D. Informational presentation on the proposals submitted in response to the Requests for Proposals for a Mixed-Use Project and a Non-Profit Arts Project, within the Pier 70 Mixed Use Opportunity Area. (Staff report provided to the Commission.)

5. NEW BUSINESS/PUBLIC COMMENT

Public comment is permitted on any matter within Port jurisdiction and is not limited to agenda items. Public comment on non-agenda items may be raised during New Business/Public Comment. It is strongly recommended that public comments be submitted in writing so they can be distributed to all Commissioners for review. Please fill out a speaker card and hand it to the Commission Secretary. If you have any question regarding the agenda, please contact the Commission Secretary at 274-0406.

6. EXECUTIVE SESSION

A. Vote on whether to hold closed session to confer with Legal Counsel and Real Property Negotiator.

B. CLOSED SESSION

(1) CONFERENCE WITH REAL PROPERTY NEGOTIATOR – This is specifically authorized under California Government Code Section 54956.8.
This session is closed to any non-City/Port representative. *

a. Property: Pier 30/32 and SWL 330
Person Negotiating: Port: Byron Rhett, Director of Planning & Development
*San Francisco Cruise Terminal LLC: Glen Elkington

Under Negotiation: ___ Price ___ Terms of Payment X Both
An executive session has been calendared to discuss real estate negotiations regarding Port property located at Pier 30/32 & SWL 330.

b. Property: Pier 80 & 90
Person Negotiating: Port: Theresa Picon, Real Estate Director
*Municipal Railway: Kerstin Magary

Under Negotiation: ___ Price ___ Terms of Payment X Both
An executive session has been calendared to give direction to staff regarding real estate negotiations regarding Port property located at Pier 80 and 90.

c. Property: Pier 24
Person Negotiating: Port: Theresa Picon, Real Estate Director
*Rec & Park: Elizabeth Goldstein

Under Negotiation: ___ Price ___ Terms of Payment X Both
An executive session has been calendared to give direction to staff regarding real estate negotiations regarding Port property located at Pier 24.

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d. Property: Pier 70
Person Negotiating: Port: Byron Rhett, Director of Planning & Development

Under Negotiation: ___ Price ___ Terms of Payment X Both
An executive session has been calendared to give direction to staff regarding the evaluation of proposals submitted in response to the development RFPs for the mixed-use and arts sites at Pier 70.

e. Property: Pier 80 and Pier 92
Person Negotiating: Port: Mark Lozovoy, Asst. Deputy Director, Real Estate
*RMC Pacific Material: Joe Sostaric

Under Negotiation: ___ Price ___ Terms of Payment X Both
An executive session has been calendared to discuss real estate negotiations regarding Port property located at Pier 80 and Pier 92.

7. RECONVENE IN OPEN SESSION

A. Possible report on actions taken in closed session pursuant to Government Code 54957.1 and San Francisco Administrative Code 67.14.

B. Vote in open session on whether to disclose any or all executive session discussions pursuant to Government Code 54957.1 and San Francisco Administrative Code 67.14.

8. ADJOURNMENT

Staff Reports: Explanatory Documents available to the public are posted on the Port's Website at www.sfport.com.

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JULY 2001
CALENDAR OF UPCOMING PORT MEETINGS - OPEN TO THE PUBLIC

Date	Time	Group	Location
July 10	4:00 p.m.	Port Commission	Bayside Conference Room @ Pier 1
July 11	11:30 p.m.	Maritime Commerce Advisory Committee	Bayside Conference Room @ Pier 1
July 24	4:00 p.m.	Port Commission	Bayside Conference Room @ Pier 1

NOTES:

The San Francisco Port Commission meets regularly on the 2nd and 4th Tuesday of the month at 4:00 p.m., unless otherwise noticed, in the Bayside Conference Room @ Pier 1. Contact Amy Quesada at 274-0406 to be placed on the mailing list for Commission meeting agenda. ***The Commission Agenda and the staff reports are also posted on the Port's Website @ www.sfport.com.***

The Ferry Building Waterfront Advisory Group does not have any scheduled meetings. Contact Person: Alec Bash @ 274-0539.

The Fisherman's Wharf Waterfront Advisory Group meets regularly on the 3rd Tuesday of the month. The regular meeting time and place is 9:00 a.m. at Scoma's Restaurant, Pier 47 at Fisherman's Wharf. Contact Person: Kirk Bennett @ 274-0545.

Please contact Jill Simpson @ 274-0519 for the Maritime Commerce Advisory Committee meeting schedule.

The Mission Bay CAC meets regularly on the 2nd Thursday of the month, from 5:00 to 7:00 p.m. at the Mission Bay Visitor Center (255 Channel Street). Please contact Tiffany Bohee at 749-2481 for more information.

The Northeast Waterfront Advisory Group meets regularly on the 1st Wednesday of the month at 4:00 p.m. in the Bayside Conference Room @ Pier 1. Contact Person: Kirk Bennett @ 274-0545.

The Pier 70 Advisory Group meets monthly on an as-needed basis generally on the 2nd Wednesday of the month from 4 to 6 p.m. at the Potrero Campus of the California College of Arts and Crafts, Board Room, 1111 – 8th Street between Irvin and Hooper. Contact Person: Mark Paez @ 705-8674.

The Rincon Point-South Beach CAC meets regularly on the 3rd Monday of the month, from 5:00-7:00 p.m. at the South Beach Yacht Club (Pier 40 on The Embarcadero). Please contact Tiffany Bohee at 749-2481 or 749-2400 for more information.

The Southern Waterfront Advisory Committee (SWAC) meets every 4th Monday of the month. Location to be determined. Contact Person: Braj Norris @ 274-0540.

The Waterfront Design Advisory Committee meets the 3rd Tuesday of the month from 11 a.m. to 1 p.m. in the Bayside Conference Room @ Pier 1. Contact Person: Dan Hodapp @ 274-0625.

Port Website: Check out the Port's Website at www.sfport.com.

ACCESSIBLE MEETING INFORMATION

Getting to Pier 1:

Pier 1 on the Embarcadero, at the foot of Washington St. The Embarcadero Station is the closest BART and MUNI Metro stop, located below Market St. at Drumm & Spear Streets. The nearest F-Line streetcar stop is on the Embarcadero at Washington St. MUNI bus lines serving the Pier 1 area are the 9, 31, 32 and 71. For more information about MUNI accessible services, call (415) 923-6142.

The nearest accessible parking is provided in the following off-street pay lots:

A) 1 space in the surface lot on the west side of the Embarcadero at Washington St.
B) 3 spaces in the Pier 1/2 lot, located on the east side of the Embarcadero between the Ferry Building and Pier 1. During business hours this lot is operated by valets
C) Hourly and valet parking in the Pier 3 lot. This lot is accessed through the Pier 3 bulkhead building entrance on the east side of the Embarcadero. This lot is located on the pier deck; adjacent to the ferry boat Santa Rosa.

Additional covered accessible off-street pay parking is available in the Golden Gateway Garage, which is bounded by Washington, Clay, Drumm and Battery Streets. Entrance is on Clay St. between Battery and Front Streets. There is no high-top van parking.

Metered street parking is available on the Embarcadero, Washington St. and Drumm St.

Pier 1:

The Port's fully accessible offices are in the west end of Pier 1. There are two public entrances; the main entrance on the west (Embarcadero), and the Port History walk entrance on the south apron. Each of these entrances is provided with an automatically operated door. Both entrances lead to the Commission Bayside meeting room. Accessible public restrooms, drinking fountains, payphone and TTY are on the first floor near the main entrance. The public spaces of the Port's offices are equipped with remote infrared signage (Talking Signs) identifying all primary entrances, paths of travel, meeting rooms and amenities. Accessible seating areas and assistive listening devices will be available in the Commission meeting room.

Accessible meeting information policy:

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

A sign language interpreter and alternative format copies of meeting agendas and other materials can be provided upon request made at least 72 hours in advance of any scheduled meeting. Contact Kevin Jensen, ADA Coordinator, at 274-0555. The Port's TTY number is (415) 274-0587.

Know Your Rights Under the Sunshine Ordinance. Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, please contact Donna Hall, Administrator at 554-7724; fax 554-5163; e-mail address Donna_Hall@ci.sf.ca.us; City Hall, Room 244, One Dr. Carlton B. Goodlett Place, San Francisco, CA 94102-4689. Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Ordinance Task Force, the San Francisco Public Library and on the City's Website at www.ci.sf.ca.us/bdsupvrs/sunshine.

San Francisco Lobbyist Ordinance. Attention: Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (SF Admin. Code 16.520 – 16.534) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 1390 Market Street, #701, San Francisco, CA 94102, phone (415) 554-9510 or fax (415) 703-0121 and web site http://www.ci.sf.ca.us/ethics/.

PORT OF SAN FRANCISCO

MEMORANDUM

July 5, 2001

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Brian McWilliams, Vice President
Hon. Denise McCarthy
Hon. Michael Hardeman
Hon. Pius Lee

FROM: Douglas F. Wong
Executive Director

SUBJECT: Approval of Locations for Public Service Kiosks by JCDecaux San Francisco Inc. along The Embarcadero between Bay Street and Bryant Street.

Summary

The approved plans for Rincon Park call for installation of a JCDecaux automatic public toilet near the southern edge of the Park as shown in Figure 1 and installation of the required public service kiosks on Port property.

The Port Commission must approve any proposed toilet or public service kiosk on Port property. On March 26, 2001, the Port Commission approved the installation of the automatic public toilet at the proposed location. The Port Commission must now determine acceptable sites for locating the 5 public service kiosks required under the City contract.

Typically, JCDecaux requests City or Port approval for many more sites than are needed to fulfill the contract requirements. JCDecaux then conducts technical investigations into the feasibility of installation at each site. Finally, JCDecaux applies for building permits to install the required number of kiosks at only the most feasible locations.

A total of seven (7) potential public service kiosk sites have been identified that are acceptable to JCDecaux and are supported by the Rincon Point-South Beach Citizens Advisory Committee (the "CAC"). The locations are listed below and are illustrated on Figures 2 and 3. The following four of the seven locations are proposed for Port Commission approval at this time.

This Print Covers Calendar Item No. **4A**

1) Southbound Embarcadero near Bay*
2) Southbound Embarcadero near Mission
3) Southbound Embarcadero near Folsom
4) Southbound Embarcadero near Bryant

* Note: The Port previously authorized a kiosk for Harry Bridges plaza that was temporarily relocated to Embarcadero/Bay Street for construction of the Mid-Embarcadero Roadway. Approval of this location will allow the Embarcadero/Bay kiosk to remain; a new kiosk will be returned to Harry Bridges plaza since the roadway construction is complete.

Drawings and notices for the remaining three locations, as follows, will be prepared for Port Commission review and approval at a later date:

1) Southbound Embarcadero near Folsom, north of Mission
2) Southbound Embarcadero near Howard, mid-block
3) Southbound Embarcadero near Folsom, within the median

Background

Through agreements with the Redevelopment Agency, the Gap Inc. is undertaking the design and development of Rincon Park, located on Port waterfront property between Howard and Harrison Streets. The Redevelopment Agency will maintain the Park pursuant to a 65-year least that is to be entered into with the Port.

On February 29, 2000, the schematic design of Rincon Park was conditionally approved at a joint hearing between the Port and Redevelopment Agency including the concept and location of a JCDecaux public restroom to serve the needs of Rincon Park. A "final agreement between the Port and JCDecaux regarding placement of the public restroom adjacent to the southern edge of the Park, and the related required advertising kiosks" is one of the conditions of approval for the design of Rincon Park.

The JCDecaux public toilet program was incorporated into the Rincon Park design because the program offers certain features that directly addressed park design and management concerns that were raised during the design review process. These features include:

- Restroom installation at no cost to the City (provided the existence of nearby utility connections);
- Self-cleaning features and maintenance services provided by JCDecaux at no cost to the City;
- A secure restroom environment;
- Ability to channel park development and maintenance costs toward other public amenities and first-rate park maintenance and security services.

Additionally, the Port receives a small pro-rata share of the JCDecaux advertising revenue generated from each kiosk located on Port property under an MOU with the Department of Public Works.

The City contract with JCDecaux San Francisco provides that for each (1) automatic toilet installed, a total of five (5) public service kiosks will be installed. JCDecaux will install and maintain at no cost to the Port the public toilets and public service kiosks on Port property. The City's contract with JCDecaux requires Port Commission approval of any proposed toilet or public service kiosk on Port property. Each public service kiosk includes two advertising panels and one public information panel. The restroom location and at least five of the proposed public service kiosk locations must be approved by the Port to fulfill the JCDecaux contract requirements for installing and maintaining a new public restroom. Such approval is necessary to satisfy the aforementioned condition of approval imposed in the Port's approval of the Rincon Park project.

The Port's approval of the JCDecaux program is also necessary to satisfy the Rincon Park permit approved by the San Francisco Bay Conservation and Development Commission ("BCDC") on September 12, 2000. This permit, for which the Port is co-applicant, requires a JCDecaux public restroom facility to be provided near the southerly end of the Park.

The Port and Redevelopment Agency staffs have worked with JCDecaux, the CAC and interested property owners to review and discuss possible kiosk site locations. All possible sites were considered along The Embarcadero between Third Street and the Ferry Building, the area considered to benefit most from the Park amenity. The waterfront promenade or PortWalk immediately adjacent to the Bay was eliminated from consideration, in deference to the existing improvements and pedestrian activity in this area. Much of the inland side of The Embarcadero was unacceptable to JCDecaux due to the presence of on-street parking, because the kiosks must be visible from the roadway. Newly installed street trees and street lamps further limit the potential sites. Alternative locations on Port property were considered including streets other than The Embarcadero, however these options were either not acceptable to JCDecaux or to the Port and Redevelopment Agency. Six candidate sites were identified, including the one existing temporary site at Bay Street that is recommended as a permanent site.

In a March 16, 2001 letter to the Port, the CAC expressed its interest in the timely construction of Rincon Park, and recommended the placement of public service kiosks at five of the six candidate locations along The Embarcadero. The CAC further expressed concern about kiosk lighting adjacent to residential developments and recommended that the kiosk at Embarcadero/Townsend be temporary and subject to relocation if it proved to be unsuitable.

On March 26, 2001, the Port Commission approved the installation of one automatic public toilet near the Fire Boat House at the end of Harrison Street and also approved the installation of five (5) public service kiosks as required by the City contract with

JCDecaux. At that meeting, the Port Commission continued its consideration of potential public service kiosk locations.

On May 22, 2001, the Port Commission held a public hearing to consider potential public service kiosk locations. At that meeting, the CAC withdrew its earlier support for five of the six kiosk locations and requested additional time to work with Port staff, the Redevelopment Agency and The GAP Inc. to evaluate possible alternatives to the JCDecaux toilet/kiosk program, provided that such discussions would not delay the start of construction for Rincon Park. The Port Commission continued the matter for up to four months in response to the CAC's request.

During the month of June, representatives from the Port, Redevelopment Agency and The Gap Inc. met with interested members of the CAC to discuss feasible alternatives for providing restroom facilities to the Park. A number of ideas were discussed or revisited, including the incorporation of a freestanding restroom into the park design, to be maintained along with the rest of the Park by the Redevelopment Agency. The Agency and the Port share concerns that the Agency's annual budgetary constraints might lead to inadequate maintenance and security for the restroom, and thereby have a negative impact on the park. In addition, such a change would necessitate redesign of the Park and require approval of the Port, Redevelopment Agency and BCDC, thereby delaying the delivery of Rincon Park.

The possibility of requiring the Port's restaurant developer to construct and maintain a restroom within the restaurant site was also discussed. However, the restaurant lease and development agreement have been approved by the Port Commission and Board of Supervisors, therefore to require further improvements and services of the developer would require renegotiation of the lease and development agreement documents. Further, due to the delay of the restaurant project, a restroom could not be provided in time to satisfy the Park's regulatory requirements for a restroom to serve the park.

The consensus after the discussions is that the JCDecaux program is the most suitable, feasible approach for providing public restroom facilities to Rincon Park, provided that the public service kiosks are not located adjacent to the lower-scaled residential areas of South Beach. The CAC's primary concerns with the kiosks stem from the scale of the kiosks adjacent to 3-4 story buildings and the intrusion of advertising into a predominantly residential area which fronts onto The Embarcadero. As a result, two previously considered kiosk locations have been removed from consideration: Embarcadero at Second Street (near South Beach Park and ILWU) and Embarcadero at Townsend Street (near South Beach Marina Apartments).

With the assistance of JCDecaux, alternative locations for the kiosks have been identified along The Embarcadero within blocks that are more dominated by commercial uses and higher-scale buildings. A total of seven potential kiosk locations are now proposed, four of the originally proposed locations and three newly identified sites. These locations have been reviewed by the Port, Redevelopment Agency and CAC and are acceptable to all parties.

On June 18, 2001, the CAC voted to recommend that the Port Commission approve the seven potential kiosk sites (map attached). The CAC further requested that the site on the Southbound Embarcadero near Folsom Street, mid-block, be used as a last resort alternative if there are not five other locations that JCDecaux determines to be technically feasible for installation (see attached June 21, 2001 letter from CAC).

Recommendation

The City contract with JCDecaux requires Port Commission approval of any proposed toilet or public service kiosk on Port Property. If JCDecaux finds any previously approved location to be infeasible as a kiosk site, they may propose an alternate or substitute location that shall be subject to Port Commission approval. Not all potential kiosk locations will be feasible for installation, due to remote power connections provided by PG&E or the Bureau of Light, Heat and Power, or other utility issues. Port staff therefore urges the Commission to approve all recommended potential kiosk locations, so that the requisite five kiosk installations can be made and the public toilet can be installed to serve Rincon Park and satisfy the regulatory requirements of the project.

Staff recommends that the Port Commission approve the overall JCDecaux toilet/kiosk program which includes a total of seven potential public service kiosk locations as described earlier in this report. For reasons related to public notice requirements the seven locations are to be approved in two separate actions. The four locations ready for Port Commission approval at this time are as follows:

1) Southbound Embarcadero near Bay (Resolution 01-53, Figure 3)

   A kiosk has existed at this site during the construction of the Mid-Embarcadero. There have been no problems associated with its placement and the kiosk is compatible with the surrounding buildings and landscape.

2) Southbound Embarcadero near Mission (Resolution 01-54, Figure 2)

   The kiosk is near the rear doors or secondary entrances to continuous row of 3-7 story commercial buildings along The Embarcadero between Mission and Howard. The Jewish Community Federation expressed concern that this kiosk would pose a security risk to their building at 121 Steuart Street. Port staff has investigated their security concerns through on-site inspections and review of the issue with the San Francisco Police Department. Staff determined that the security risk of the kiosk was minimal as described in the Port's May 15, 2001 letter of response (see letters attached).

3) Southbound Embarcadero near Folsom (Resolution 01-55, Figure 2)

   Located near the elevated ground floor commercial space at Hills Plaza (the first floor is approximately 5-feet above the finished grade of the sidewalk), the kiosk is not

directly adjacent to residences and fits within the overall scale of the adjacent high-rise development.

4) Southbound Embarcadero near Bryant (Resolution 01-56, Figure 2)

Located at the terminus of the Spear Street culdesac just south of the Bay Bridge overpass of The Embarcadero, the nearest building is a 3-story office building.

Next Steps

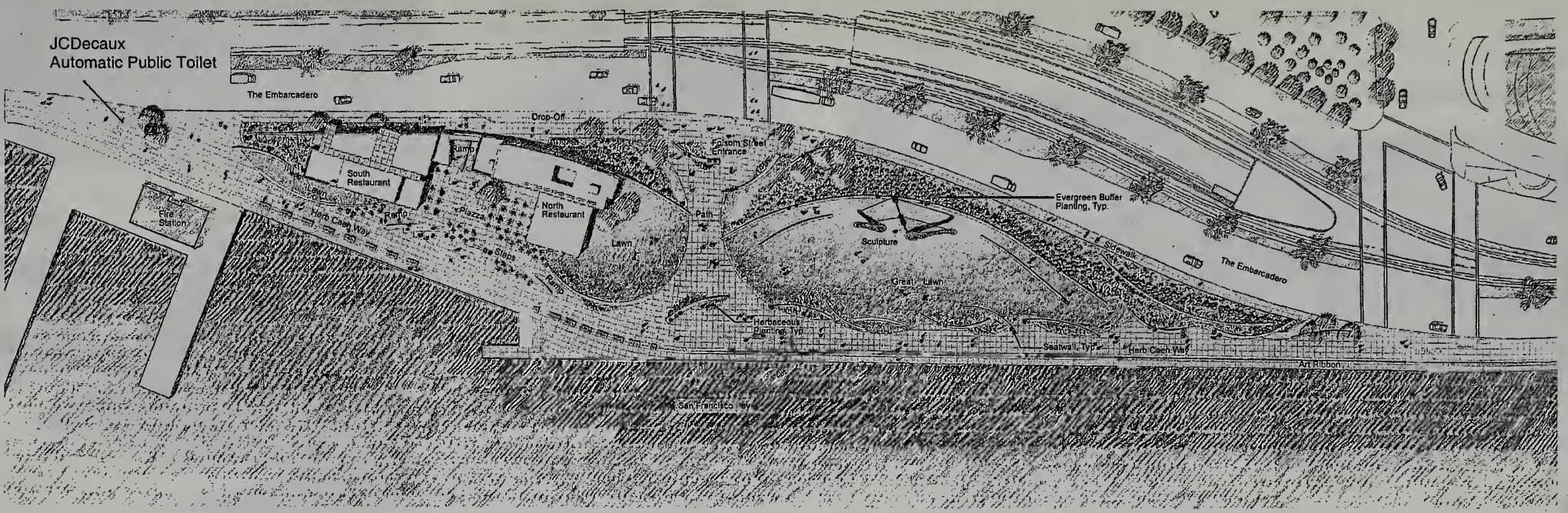
If the Port Commission approves the toilet/kiosk program and the first four potential kiosk locations, the Port staff will work with the Redevelopment Agency and The Gap, Inc. to finalize and execute the lease agreement between the Port and Redevelopment Agency for Rincon Park (including any other related agreements). The Port will also issue the Building Permit for the Park upon final approval of the construction drawings with the condition that the construction starts within 60 days.

Drawings and notices will be prepared for the remaining three locations for Port Commission review and approval at the August 14, 2001 Commission meeting. All of these locations are within predominantly commercial areas dominated by mid-to-high rise building structures. The locations are as follows:

1) Southbound Embarcadero near Folsom, north of Mission
2) Southbound Embarcadero near Howard, mid-block
3) Southbound Embarcadero near Folsom, within the median

Following the Port's approval of all potential kiosk sites, JCDecaux will conduct technical investigations for the potential kiosk locations and prepare detailed plans and building permit applications for the installation of the 5 public service kiosks. JCDecaux intends to secure the necessary permits and complete the installation of the public toilet and kiosks by the end of the year, prior to the opening of Rincon Park. If JCDecaux finds any previously approved location to be infeasible as a kiosk site, they may propose an alternate or substitute location on Port property that shall be subject to Port Commission approval.

Prepared by: Kari Kilstrom
Planning & Development



RINCON PARK

Illustrative Site Plan

Olin Partnership
24 January 2000

Scale : 1" = 20'-0"

Figure 1

JCDecaux San Francisco
Proposed Kiosk and Restroom Locations

June 21, 2001

3. Kiosk at Embarcadero / Folsom Street in median

4. Kiosk at Embarcadero / Howard Street near mid-block

5. Kiosk at Embarcadero south of Mission

6. Kiosk at Embarcadero north of Mission

2. Kiosk at Embarcadero / Folsom Street near mid-block

1. Kiosk at Embarcadero / Bryant Street near northwest corner

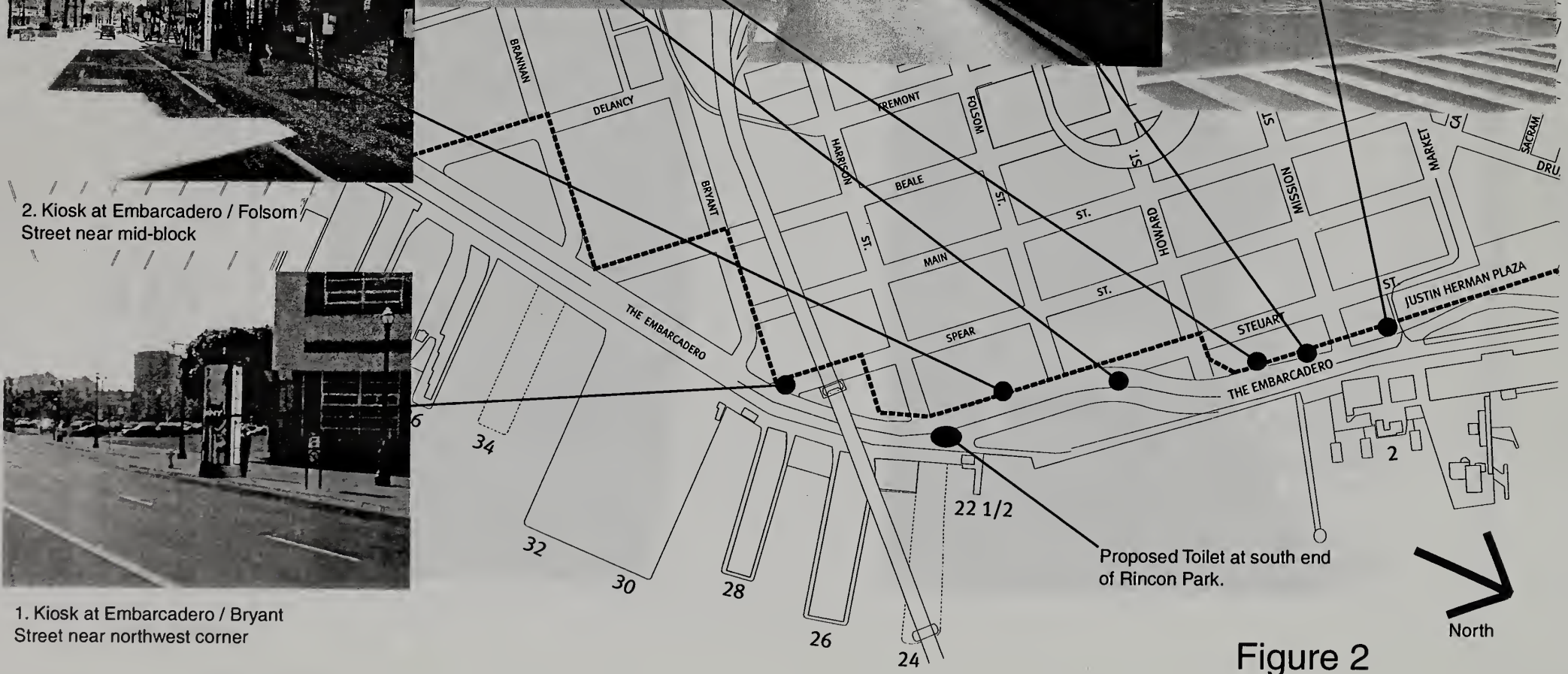


Figure 2

JCDecaux San Francisco

Address	Bay @ Embarcadero	Street Corner	
Automatic Public Toilet	Type		
Comments	Date	2/22/01	
Scale 20:1	Ref		

Figure 3

RINCON POINT - SOUTH BEACH
CITIZENS ADVISORY COMMITTEE

June 21, 2001

MEMBERS

Richard Dickerson, Chair

Michael Sweet Vice-Chair

**Joyce Armstrong*
Frank Billeci
Andrew Brooks
**Pamela Bullard*
**Phillip DeAndrade*
**Babette Drefke*
Alfonso Felder
Richard Forst
D. Michael Gray
James Haas
Drew Harper
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Ellen Johnck
Anthony Jones
Michael Kurasik
Redmond Kernan
Jeffrey Leibovitz
Judith Patterson
Vicki Simon
Kevin Solliday
Judith B. Walsh
Paul D. Warenski
Beverly T. Wilson

**Interim Members Ballpark Matters*

Mr. Douglas F. Wong
Executive Director
Port of San Francisco
Pier 1
San Francisco, CA 94111

RE: Rincon Park Public Restroom

Dear Doug:

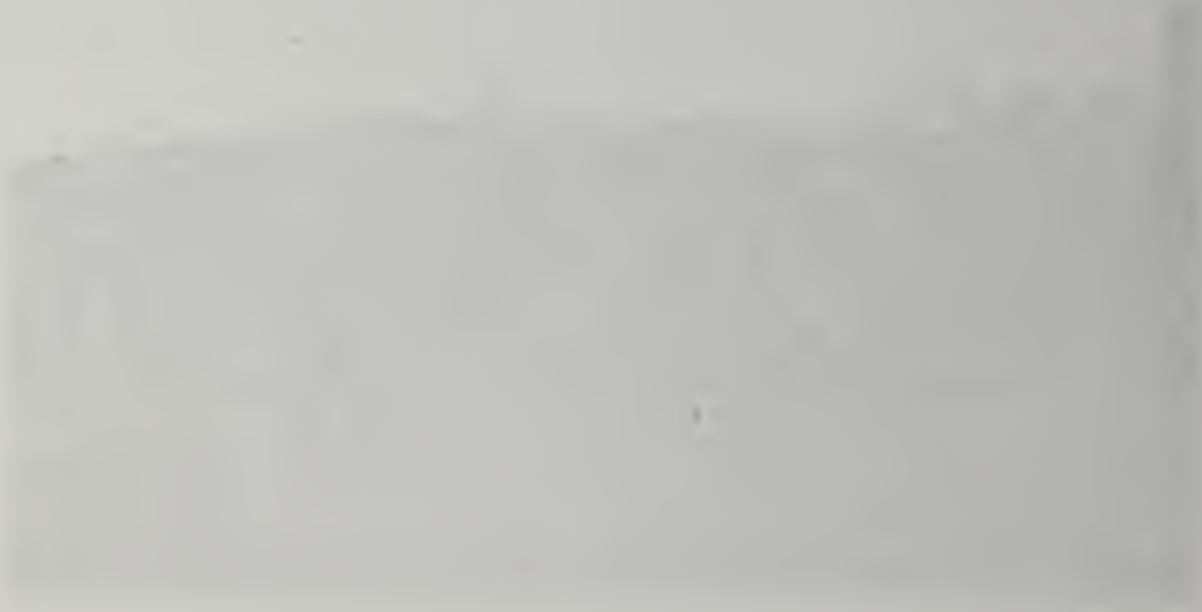
I am writing you at the direction of the Rincon Point – South Beach Citizens Advisory Committee (CAC), for what we hope will be the final time, regarding the issue of including a J.C. Decaux public restroom in Rincon Park and the resulting installation of J.C. Decaux public service kiosks along the Embarcadero. We greatly appreciate the additional time granted to us by the Port Commission to further study this issue, and have worked with staff from both the Redevelopment Agency and the Port during this past month exploring possibilities for restroom alternatives without further delaying the construction of Rincon Park. Collectively we all now realize that the J.C. Decaux public restroom and kiosks is the only alternative available that will keep the construction of Rincon Park on schedule, due to a variety of issues including financial feasibility, timing uncertainty of restaurant construction, timing of park construction bids, and approvals already issued by other agencies.

Based upon this realization, our committee spent more time exploring the waterfront with Port and Agency staff members to find advertising kiosk locations suitable for J.C. Decaux that helped preserve the residential areas of our neighborhood from any further forms of advertising. As you well know our committee has fought for many years to keep advertising to a minimum along the waterfront, especially adjacent to the park and residential projects in the southern end of the Redevelopment area. Therefore, we request that the two southernmost sites along the Embarcadero near The ILWU building and at Townsend Street be removed from consideration for advertising kiosks, due to the heavily residential make-up of that area and their proximity to South Beach Park. We further request that the site at Mid-block Embarcadero near Folsom Street be used as a last resort alternative for an advertising kiosk due to the large number of residences in adjacent buildings and the proliferation of advertising that already exists along this section of the Embarcadero.

JCDecaux San Francisco

Address	Bay @ Embarcadero	**Street Corner**	
Automatic Public Toilet	**Type**		
Comments	**Date**	2/22/01	
Scale 20:1	**Ref**		

Figure 3



PORT COMMISION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-53

WHEREAS, in April 1994 the Port Commission, the City and County of San Francisco, and JCDecaux San Francisco Inc. entered into a contract to install self-cleaning public toilets and public service kiosks on Port property; and

WHEREAS, in December 1998, the Port Commission, the City and County of San Francisco and JCDecaux San Francisco Inc. entered into an amended and restated Automatic Toilet and Public Service Kiosk Agreement; and

WHEREAS, the amended contract requires that a total of 4.5 public service kiosks be installed for each one (1) automatic toilet installed; and

WHEREAS, the amended contract requires that if an odd number of automatic toilets are proposed, the permitted number of public service kiosks shall be rounded up to the next whole number, requiring a total of five (5) public service kiosks to be installed for the proposed automatic toilet; and

WHEREAS, pursuant to the amended contract, JCDecaux San Francisco will install and maintain, at no cost to the Port, the public toilets and public service kiosks on Port property; and

WHEREAS, pursuant to the contract, JCDecaux San Francisco will submit engineering drawings to secure all necessary permits from the Chief Harbor Engineer and other regulatory agencies with jurisdiction over the proposed facilities; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of one (1) automatic toilet located at Northbound Embarcadero, near the Fire Boat House at end of Harrison Street; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of five (5) public service kiosks pursuant to the City contract with JCDecaux San Francisco, but deferred the determination of acceptable locations to a later date; and now therefore be it

RESOLVED, that the Port Commission approves the installation of a public service kiosk at Southbound Embarcadero near Bay Street as shown on the attached site map.

RESOLVED, that the above mentioned location is approximate and, if upon further technical investigations and discussions between the Executive Director and JCDecaux the site proves infeasible, the Executive Director is hereby authorized to approve minor modifications to the location to accommodate the placement of the Decaux facilities; and be it further

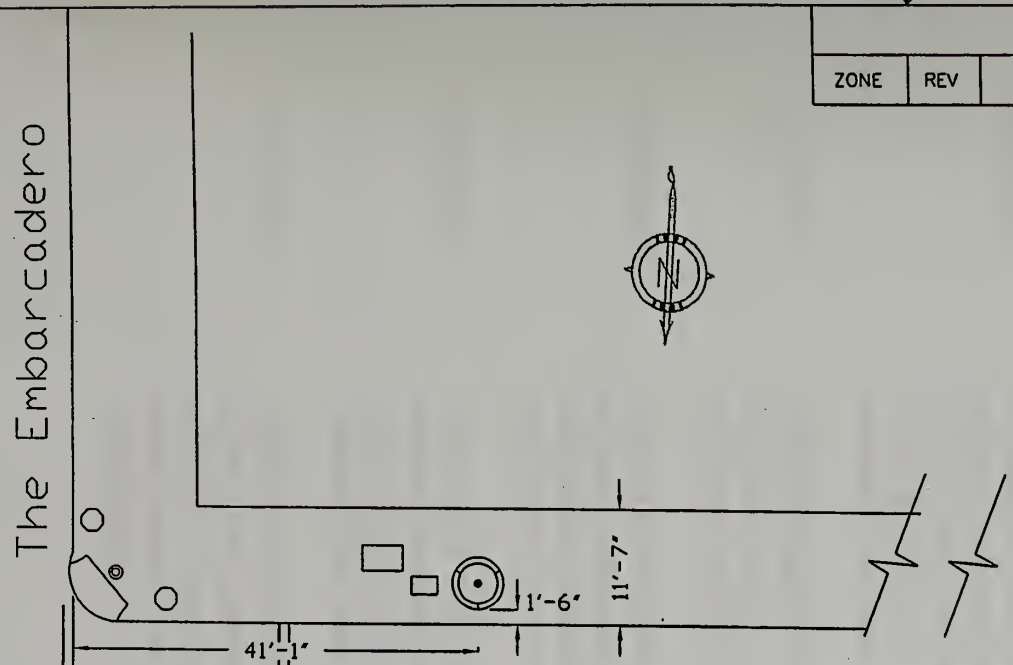
RESOLVED, that if JCDecaux finds any previously approved location to be infeasible as a kiosk site, they may propose an alternate or substitute location on Port property that shall be subject to Port Commission approval; and be if further

RESOLVED, that the Port Commission hereby approves Resolution No. 01-53.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of July 10, 2001.

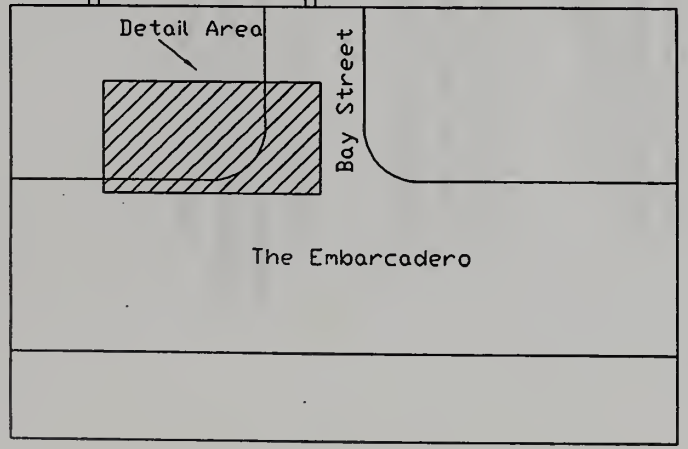
_____
Secretary

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED



Legend

- Tree
- Street Light
- Fire Hydrant
- Traffic Light
- DPT Sign
- Pedestrian Light
- Parking Meter
- Kiosk
- Decorative Pole



JCDecaux San Francisco, Inc.
1000 Quesada Avenue
San Francisco, CA 94124
Tel: (415) 671-1250
Fax: (415) 671-1254

Drawn By: Stephen M Whitlock

Date: February 22, 2001

San Francisco Kiosk

Preliminary Site Plan
Bay Street @ The Embarcadero
SW Corner

SIZE	DWG NO.	REV
A	PSK 1	

SCALE 1"=20'

SHEET 1 of 1

PORT COMMISION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-54

WHEREAS, in April 1994 the Port Commission, the City and County of San Francisco, and JCDecaux San Francisco Inc. entered into a contract to install self-cleaning public toilets and public service kiosks on Port property; and

WHEREAS, in December 1998, the Port Commission, the City and County of San Francisco and JCDecaux San Francisco Inc. entered into an amended and restated Automatic Toilet and Public Service Kiosk Agreement; and

WHEREAS, the amended contract requires that a total of 4.5 public service kiosks be installed for each one (1) automatic toilet installed; and

WHEREAS, the amended contract requires that if an odd number of automatic toilets are proposed, the permitted number of public service kiosks shall be rounded up to the next whole number, requiring a total of five (5) public service kiosks to be installed for the proposed automatic toilet; and

WHEREAS, pursuant to the amended contract, JCDecaux San Francisco will install and maintain, at no cost to the Port, the public toilets and public service kiosks on Port property; and

WHEREAS, pursuant to the contract, JCDecaux San Francisco will submit engineering drawings to secure all necessary permits from the Chief Harbor Engineer and other regulatory agencies with jurisdiction over the proposed facilities; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of one (1) automatic toilet located at Northbound Embarcadero, near the Fire Boat House at end of Harrison Street; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of five (5) public service kiosks pursuant to the City contract with JCDecaux San Francisco, but deferred the determination of acceptable locations to a later date; and now therefore be it

RESOLVED, that the Port Commission approves the installation of a public service kiosk at Southbound Embarcadero near Mission Street as shown on the attached site map.

RESOLVED, that the above mentioned location is approximate and, if upon further technical investigations and discussions between the Executive Director and JCDecaux the site proves infeasible, the Executive Director is hereby authorized to approve minor modifications to the location to accommodate the placement of the Decaux facilities; and be it further

RESOLVED, that if JCDecaux finds any previously approved location to be infeasible as a kiosk site, they may propose an alternate or substitute location on Port property that shall be subject to Port Commission approval; and be if further

RESOLVED, that the Port Commission hereby approves Resolution No. 01-54.

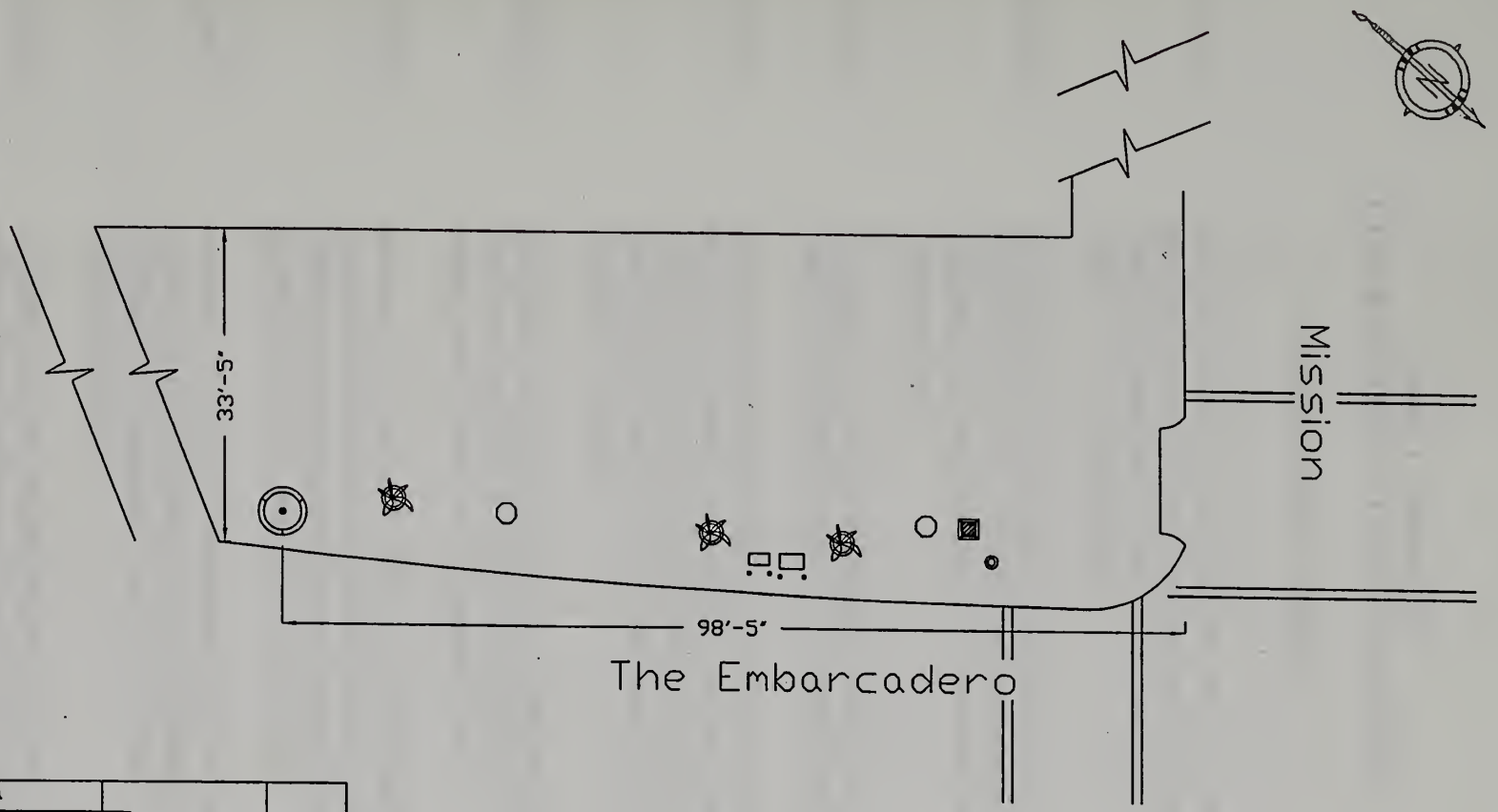
I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of July 10, 2001.

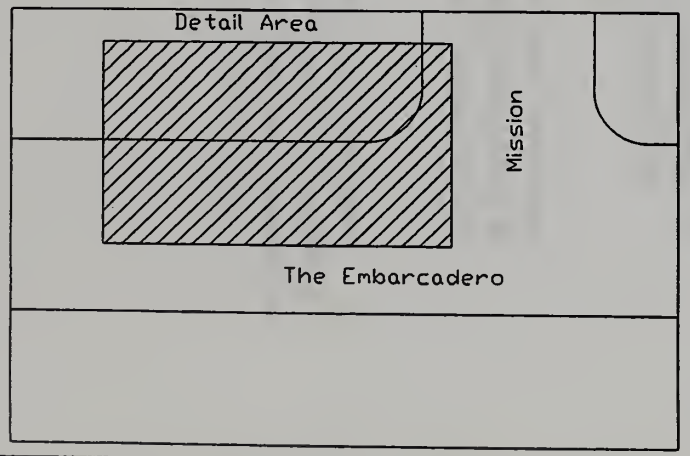
_____
Secretary

Legend

- Tree
- Street Light
- Fire Hydrant
- Traffic Light
- DPT Sign
- Pedestrian Light
- Parking Meter
- Kiosk
- Mail Box
- Trash Receptical

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED





JCDecaux San Francisco, Inc.
1000 Quesada Avenue
San Francisco, CA 94124
Tel: (415) 671-1250
Fax: (415) 671-1254

Drawn By: Stephen M Whitlock

Date: January 24, 2000

San Francisco Kiosk

Preliminary Site Plan
The Embarcadero @ Mission
SW Corner

SIZE	DWG NO.	REV
A	PSK 253	

SCALE 1"=20'

SHEET 1 of 1

PORT COMMISION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-55

WHEREAS, in April 1994 the Port Commission, the City and County of San Francisco, and JCDecaux San Francisco Inc. entered into a contract to install self-cleaning public toilets and public service kiosks on Port property; and

WHEREAS, in December 1998, the Port Commission, the City and County of San Francisco and JCDecaux San Francisco Inc. entered into an amended and restated Automatic Toilet and Public Service Kiosk Agreement; and

WHEREAS, the amended contract requires that a total of 4.5 public service kiosks be installed for each one (1) automatic toilet installed; and

WHEREAS, the amended contract requires that if an odd number of automatic toilets are proposed, the permitted number of public service kiosks shall be rounded up to the next whole number, requiring a total of five (5) public service kiosks to be installed for the proposed automatic toilet; and

WHEREAS, pursuant to the amended contract, JCDecaux San Francisco will install and maintain, at no cost to the Port, the public toilets and public service kiosks on Port property; and

WHEREAS, pursuant to the contract, JCDecaux San Francisco will submit engineering drawings to secure all necessary permits from the Chief Harbor Engineer and other regulatory agencies with jurisdiction over the proposed facilities; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of one (1) automatic toilet located at Northbound Embarcadero, near the Fire Boat House at end of Harrison Street; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of five (5) public service kiosks pursuant to the City contract with JCDecaux San Francisco, but deferred the determination of acceptable locations to a later date; and now therefore be it

RESOLVED, that the Port Commission approves the installation of a public service kiosk at Southbound Embarcadero near Folsom Street as shown on the attached site map.

RESOLVED, that the above mentioned location is approximate and, if upon further technical investigations and discussions between the Executive Director and JCDecaux the site proves infeasible, the Executive Director is hereby authorized to approve minor modifications to the location to accommodate the placement of the Decaux facilities; and be it further

RESOLVED, that if JCDecaux finds any previously approved location to be infeasible as a kiosk site, they may propose an alternate or substitute location on Port property that shall be subject to Port Commission approval; and be if further

RESOLVED, that the installation of a public service kiosk at Southbound Embarcadero near Folsom Street will only occur if there are not five other technically feasible sites among the potentially acceptable sites approved by the Port Commission; and be it further

RESOLVED, that the Port Commission hereby approves Resolution No. 01-55.

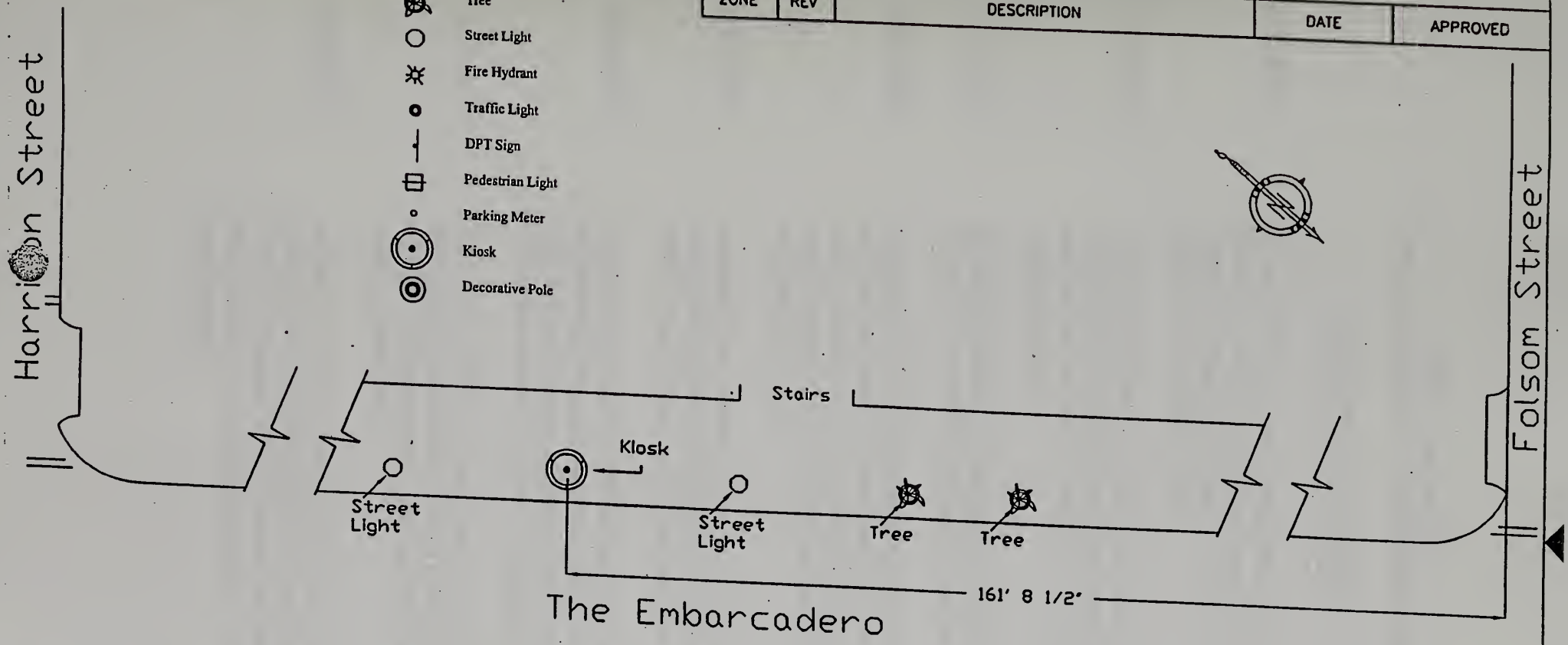
I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of July 10, 2001.

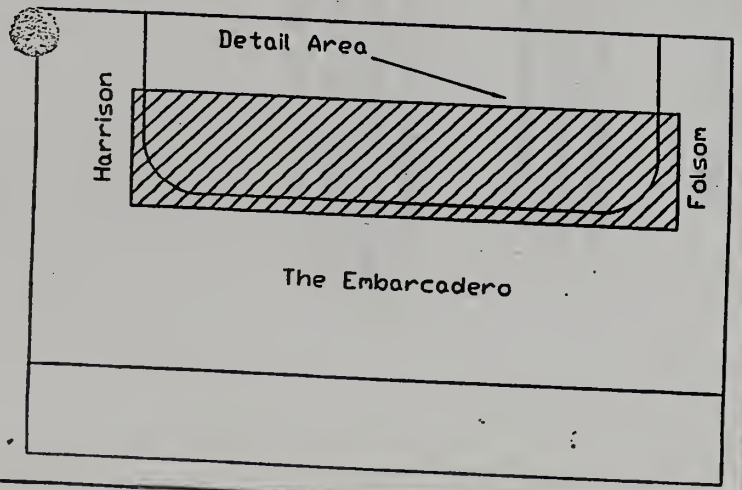
_____
Secretary

Legend

- Tree
- Street Light
- Fire Hydrant
- Traffic Light
- DPT Sign
- Pedestrian Light
- Parking Meter
- Kiosk
- Decorative Pole

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED





JCDecaux San Francisco, Inc.
470 Eighth Street
San Francisco, CA 94103
Tel: (415)487-2300
Fax: (415) 487-2303

Drawn By: Stephen M Whitlock

Date: May 24, 2000

San Francisco Kiosk

Preliminary Site Plan
The Embarcadero between Folsom & Harrison
Mid-Block West Side

SIZE	DWG NO.	REV
A	PSK 237	

SCALE 1"=20'

PORT COMMISION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-56

WHEREAS, in April 1994 the Port Commission, the City and County of San Francisco, and JCDecaux San Francisco Inc. entered into a contract to install self-cleaning public toilets and public service kiosks on Port property; and

WHEREAS, in December 1998, the Port Commission, the City and County of San Francisco and JCDecaux San Francisco Inc. entered into an amended and restated Automatic Toilet and Public Service Kiosk Agreement; and

WHEREAS, the amended contract requires that a total of 4.5 public service kiosks be installed for each one (1) automatic toilet installed; and

WHEREAS, the amended contract requires that if an odd number of automatic toilets are proposed, the permitted number of public service kiosks shall be rounded up to the next whole number, requiring a total of five (5) public service kiosks to be installed for the proposed automatic toilet; and

WHEREAS, pursuant to the amended contract, JCDecaux San Francisco will install and maintain, at no cost to the Port, the public toilets and public service kiosks on Port property; and

WHEREAS, pursuant to the contract, JCDecaux San Francisco will submit engineering drawings to secure all necessary permits from the Chief Harbor Engineer and other regulatory agencies with jurisdiction over the proposed facilities; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of one (1) automatic toilet located at Northbound Embarcadero, near the Fire Boat House at end of Harrison Street; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of five (5) public service kiosks pursuant to the City contract with JCDecaux San Francisco, but deferred the determination of acceptable locations to a later date; and now therefore be it

RESOLVED, that the Port Commission approves the installation of a public service kiosk at Southbound Embarcadero near Bryant Street as shown on the attached site map.

RESOLVED, that the above mentioned location is approximate and, if upon further technical investigations and discussions between the Executive Director and JCDecaux the site proves infeasible, the Executive Director is hereby authorized to approve minor modifications to the location to accommodate the placement of the Decaux facilities; and be it further

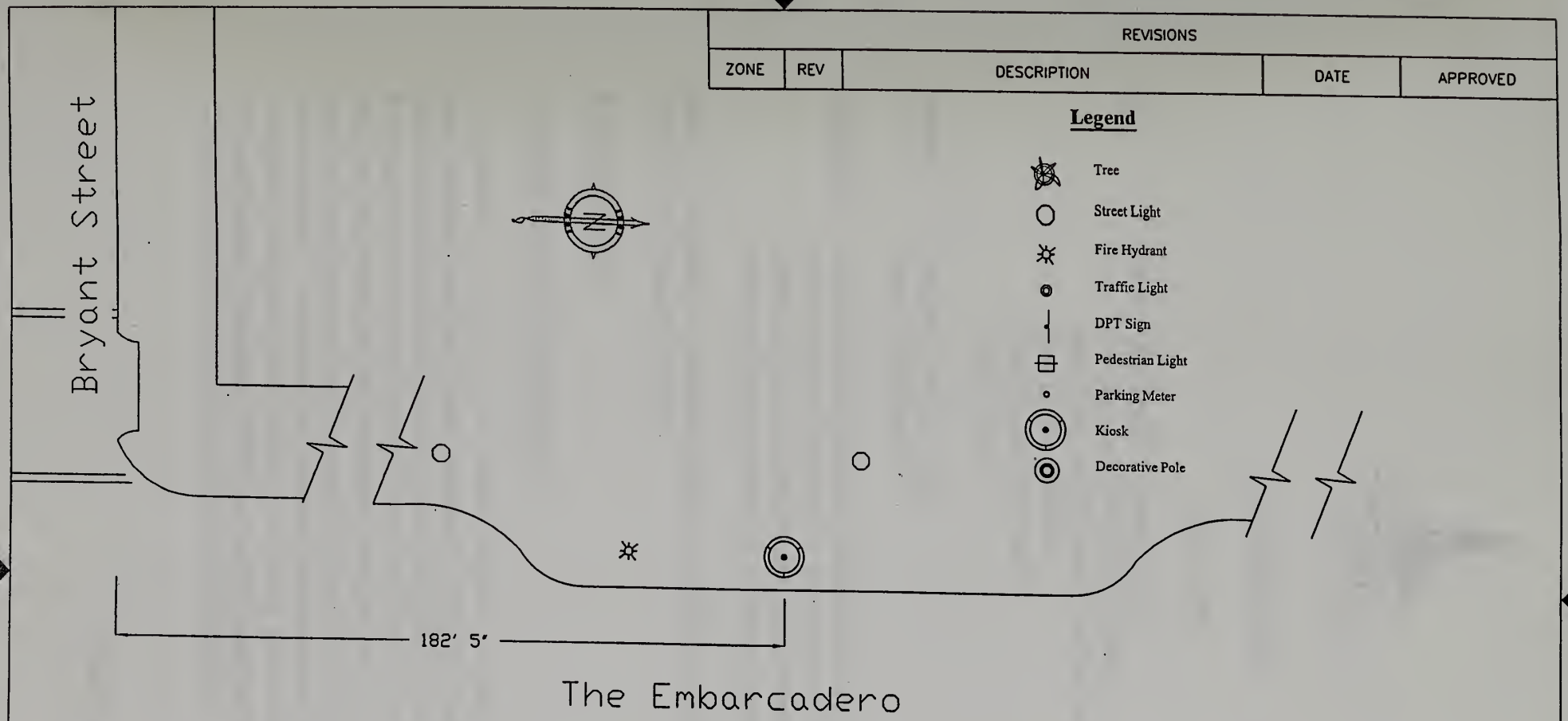
RESOLVED, that if JCDecaux finds any previously approved location to be infeasible as a kiosk site, they may propose an alternate or substitute location on Port property that shall be subject to Port Commission approval; and be if further

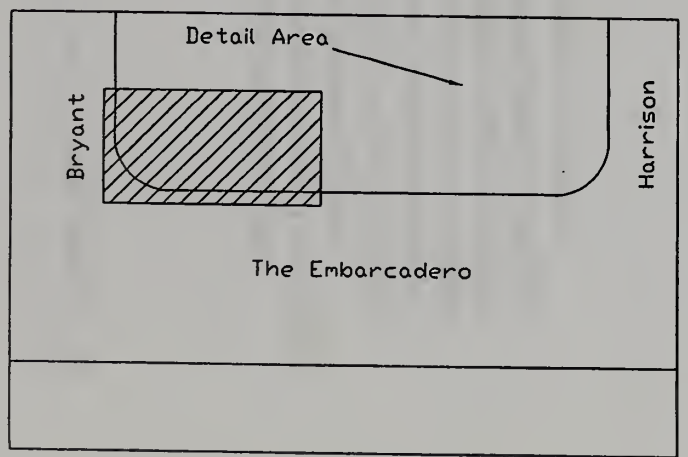
RESOLVED, that the Port Commission hereby approves Resolution No. 01-56.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of July 10, 2001.

_____
Secretary

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED





JCDecaux San Francisco, Inc.
470 Eighth Street
San Francisco, CA 94103
Tel: (415)487-2300
Fax: (415) 487-2303

Drawn By: Stephen M Whitlock

Date: May 24, 2000

San Francisco Kiosk

Preliminary Site Plan
The Embarcadero between Harrison & Bryant
Mid-Block West Side

SIZE		DWG NO.	REV
A		PSK 238	

SCALE 1"=20'

SHEET 1 of 1

PORT OF SAN FRANCISCO

MEMORANDUM

July 5, 2001

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Brian McWilliams, Vice President
Hon. Denise McCarthy
Hon. Michael Hardeman
Hon. Pius Lee

FROM: Douglas F. Wong
Executive Director

SUBJECT: Authorization to enter into a contract modification with the consultant team led by Economics & Planning Systems, Inc. for an additional $120,000 for further assistance negotiating the development agreement and lease and conducting project review for the Bryant Street Pier Project.

DIRECTOR'S RECOMMENDATION: AUTHORIZE STAFF TO ENTER INTO CONTRACT MODIFICATION.

BACKGROUND

Consultant Request for Qualifications

On September 17, 1999, Port staff issued a request for qualifications from teams of consultants with multidisciplinary expertise to provide consulting services for waterfront planning and development projects ("Consultant RFQ"). The purpose of this Consultant RFQ was to create a list of Qualified Consultant Teams from which the Port could solicit proposals for planning and development consulting services. Each consultant team had to be led by a real estate economics consulting firm ("Lead Consultant"), and could include sub-consultants. Pursuant to San Francisco Administrative Code Section 12D, sub-consultant participation goals of 15% for Minority Business Enterprises (MBEs) and 5% for Woman Business Enterprises (WBEs) were established for the total contract dollars expended by the Port through this Consultant RFQ process.

Responses to the Consultant RFQ were received from the following six consultant teams (listed alphabetically by the Lead Consultant):

- Bay Area Economics
- Economic & Planning Systems, Inc.
- Economic Research Associates
- Hausrath Economics
- Keyser Marston Associates, Inc.
- Sedway Group

Consultant Request for Proposals

In the Consultant RFQ process, 4 of the 6 teams indicated that they wished to be considered for the Bryant Street Pier Project: Bay Area Economics ("BAE"), Economic & Planning Systems ("EPS"), Economic Research Associates ("ERA") and Keyser Marston Associates ("KMA"). Because both ERA and KMA have or are currently providing consultant services to the Developer for this Project were not offered an opportunity to submit a proposal for consultant services to the Port for this Project.

On September 15, 2000, Port staff requested proposals from BAE and EPS to assist the Port on an as-needed basis during its analysis of the Project as proposed by the Developer, and throughout the negotiation of the lease and development agreement. The majority of the work includes analyses and recommendations regarding the functionality of the Cruise Terminal, alternative financing plans and strategies, and lease and development strategies and terms, and may include the following:

1. Conduct and evaluate proforma and other financial analyses for cruise terminal and mixed-use development alternatives, including analyses of cost estimates and revenue projections, alternative financing strategies and plans, market analyses and projections, etc.

2. Analyze proposed lease and development structure and terms, including financial terms and management and operations responsibilities; Assist the Port to prepare for and, if appropriate, attend negotiating sessions with Developer, to help the Port achieve the most favorable financial, management and operations terms for the Project.

3. Evaluate the design concepts for the cruise terminal development, including relationship to integrated and adjacent mixed-use development, functionality of the cruise terminal, programming for non-cruise events, etc., including ability to meet current and future cruise business projections in light of industry trends and San Francisco's unique cruise market.

4. Analyze the functionality of mooring options for cruise ships at the Pier, including analysis of dredge and fill requirements for each option.

5. Evaluate the adequacy of Developer's proposed infrastructure for the cruise terminal

including fendering, utilities, baggage handling systems etc., to support existing and future cruise industry needs.

6. Evaluate space planning and programming for cruise terminal operations including vehicular and passenger handling and flow, baggage and storage areas, intermodal connections, customs, security and circulation.

7. Evaluate options for ensuring public access and bon voyage areas that are consistent with terminal security, U.S. customs, BCDC and other regulatory requirements.

8. Analyze cruise terminal and overall project parking demand, evaluate proposed parking plan and, if necessary, propose alternative parking solutions.

9. Identify and/or evaluate viable options for programming the cruise terminal areas (indoors and outdoors) for alternative uses throughout the year.

10. Assist the Port in the analysis and/or development of management, marketing and operations plans for the Cruise Terminal.

11. Produce written reports and attend project meetings and Port Commission meetings, as requested by the Port.

EVALUATION OF PROPOSALS AND RECOMMENDATION

The two proposals submitted by BAE and EPS in response to the Consultant RFP were evaluated by Port staff using the evaluation criteria indicated in the Consultant RFP. The consultant team led by EPS received the highest overall score from Port staff, both before and after applying rating bonuses pursuant to Chapter 12D of the San Francisco Administrative Code.

Port staff therefore recommended and, the Port Commission unanimously agreed, that the Port should enter into a contract with the consultant team lead by EPS for the consulting services and the contract parameters indicated above in this Memorandum. Prior to commencing work, a contract was established for this work, with an initial budget set at $120,000. Funding for this consulting work was from previously appropriated Port capital funds. Staff stated that it would not exceed this budget without first seeking Port Commission approval.

Work Completed to Date

Since beginning work in November 2000, the Consultant Team has worked closely with Port staff on the following tasks, among others:

- Participated in a series of meetings with the Developer focused on a complete review of the Developer's assumptions regarding the development program and financial plan for the Project.

- Conducted market research to verify assumptions re: amounts and types of uses
- Evaluated the Developer's pro forma and other key assumptions
- Constructed a financial model for the project which is being used on an ongoing basis to analyze changing project economics
- Updated and revised financial model to reflect alternative project scenarios
- Reviewed and evaluated Developer's engineering and traffic assumptions
- Review and evaluated Developer's request to consider financing alternatives
- Attended semi-weekly meetings with the Port Staff and/or Development Team to review, analyze and reach agreement on project variables
- Attended Port Commission, Board of Supervisors and other hearings and meetings on the Project
- Worked with Port Staff to develop draft negotiating principles and term sheet table of contents
- Worked closely with the Port's Maritime staff for a series of meetings focused solely on the development and operation of the Cruise Terminal component of the Project, including:

    1. Evaluation of the design concept for the cruise terminal development, including relationship to integrated and adjacent mixed-use development, functionality of the cruise terminal, including ability to meet current and future cruise business projections in light of industry trends and San Francisco's unique cruise market.

    2. Evaluation of the adequacy of Developer's proposed infrastructure for the cruise terminal including utilities, baggage handling systems etc., to support existing and future cruise industry needs.

    3. Analyses of cruise terminal and overall project parking demand, and proposed parking plan.

    4. Evaluation of space planning and programming for cruise terminal operations including vehicular and passenger handling and flow, baggage and storage areas, intermodal connections, customs, security and circulation.

Request for Additional Funds

The initial project budget of $120,000 was based on a schedule which anticipated that the Project would be close to receiving approvals by the fall of 2001. The schedule and proposed project have changed for many reasons, which include:

- Lengthy discussions with BCDC and State Lands Commission staff's regarding project design, use and economics;
- Continuing refinement of the Cruise Terminal design to ensure that the Port's maritime objectives are fully met;
- Significant changes in and re-analysis of feasibility of office and residential retail space due to changes in the economic and regulatory environment.

Port staff anticipates that the Consultant Team will continue to be needed throughout the Fall and Winter of 2001-2002 as the Port and the Developer continue to revise and refine the Project, and as negotiations begin in earnest. We anticipate that the Consultant's work load and expense will continue at a pace similar to that of the past 8 months, necessitating an additional approximately $15,000 month or $120,000 through roughly February 2002. Funding would come from previously appropriated Port capital funds.

Staff Recommendation:

Approve an extension of the EPS contract and increase not to exceed $120,000 for Consultant Services for the Bryant Street Pier project

Prepared by: Byron Rhett
Director, Planning & Development

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-57

WHEREAS, In June 1997, the Commission adopted Resolution 97-50 adopting findings pursuant to the California Environmental Quality Act, and adopting the Waterfront Land Use Plan, including the Waterfront Design & Access element; and

WHEREAS, On May 25, 1999 the Port Commission adopted Resolution No 99-36 authorizing Port staff to issue a request for qualifications and proposals ("RFQ/P") for design and development of a first-class "James R. Herman International Cruise Terminal" and mixed-use development at Piers 30-32 and Seawall Lot 330 (together, the "Bryant Street Pier Project"); and

WHEREAS, On June 4, 1999, the Port issued an RFQ/P to design and develop the Bryant Street Pier Project, and

WHEREAS, On October 28,1999, LCOR San Francisco and San Francisco Cruise Terminal LLC ("SFCT") submitted proposals for the Bryant Street Pier Project; and

WHEREAS, On January 7, 2000, the Port Commission adopted Resolution 00-03, authorizing the Executive Director of the Port, or his designee, to execute an Exclusive Right to Negotiate agreement with SFCT, incorporating the economic parameters outlined in the January 7, 2000 Memorandum for Agenda Item 8A for the January 11, 2000 Port Commission hearing, with the understanding that the final terms and conditions of the Lease and related documents negotiated between SFCT and Port staff during the Exclusive Negotiation Period will be subject to the approval of the Port Commission; and

WHEREAS, Port staff on September 17, 1999 issued a request for qualifications from teams of consultants with multidisciplinary expertise to provide consulting services for waterfront planning and development projects, including Pier 45 Shed A ("Consultant RFQ"), and Port staff, with the assistance of representatives of the Human Rights Commission, undertook good faith efforts to ensure that disadvantaged minority and woman owned business enterprises were given an opportunity to submit a proposal or participate on a consultant team as a sub-consultant; and

WHEREAS, Responses to this Consultant RFQ were received from six consultant teams, all of which were determined by Port staff to met the Minimum Qualifications indicated in the Consultant RFQ, and all six consultant teams were placed on the list of Qualified Consultant Teams from which the Port could solicit proposals for specific consulting contracts; and

WHEREAS, Port staff on September 15, 2000 requested proposals from two Qualified Consultant Teams to assist the Port with negotiating the development agreement and lease for the Project and to assist with Project review; and

WHEREAS, Responses to this Consultant RFP were received from two consultant teams, led by Bay Area Economics ("BAE"), and Economics and Planning Systems, Inc ("EPS"); and

WHEREAS, Port staff evaluated the proposals submitted by BAE and EPS using the evaluation criteria indicated in the Consultant RFP, and rated the proposal submitted by the consultant team led by EPS higher than that submitted by the consultant team led by BAE; and

WHEREAS, On November 1, 2000 the Port Commission adopted Resolution No. 00-81 authorizing the Executive Director of the Port, or his designee, to enter into a contract with EPS for the consulting services indicated in the Memorandum for Agenda Item No. 6A for the November 1, 2000 Port Commission meeting; and

WHEREAS, As set forth in the Memorandum Agenda Item No. 6A for the November 1, 2000 Port Commission meeting, a contract was entered into with EPS and must now be modified to add additional funds; therefore, now be it

RESOLVED, That the Port Commission hereby authorizes the Executive Director of the Port, or his designee to enter into a contract modification for the Contract with EPS in an amount not to exceed $120,000 for the consultant services set forth in the Contract.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of July 10, 2001.

_____
Secretary

PORT OF SAN FRANCISCO

MEMORANDUM

July 5, 2001

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Brian McWilliams, Vice President
Hon. Denise McCarthy
Hon. Michael Hardeman
Hon. Pius Lee

FROM: Douglas F. Wong
Executive Director

SUBJECT: **Request for approval of amendments to the Waterfront Land Use Plan, Waterfront Design & Access Element.**

DIRECTOR'S RECOMMENDATION: APPROVE RESOLUTION ADOPTING CHANGES TO THE WATERFRONT LAND USE PLAN'S WATERFRONT DESIGN & ACCESS ELEMENT ADDRESSING OPEN SPACE DESIGN CRITERIA.

SUMMARY

With an overall goal of "reuniting the City with its waterfront", the *Waterfront Land Use Plan* includes the *Waterfront Design & Access Element* to define the built character of development and open spaces on the waterfront. The *Waterfront Design & Access Element* currently includes 'Qualitative Design Standards' for creation of the 'PortWalk' – which is described as a series of connected public access areas, plazas and waterfront walkways that form an integrated open space network. Since adoption of the Standards, Port staff has worked further with the Waterfront Design Advisory Committee to prepare more detailed PortWalk Design Criteria (Design Criteria) – "a common body of knowledge to be used for designing and reviewing public open spaces." The PortWalk Design Criteria build upon the existing design guidance in the *Waterfront Design & Access Element* by providing more specific direction on the design of features or treatments (e.g. railings, pavements, benches, lighting) in public open spaces to ensure harmony among different public access improvements developed over time. The Design Criteria will provide a foundation for design decisions in public spaces along waterfront edges and piers. To incorporate the proposed design criteria and recently adopted BCDC Special Area Plan amendments, the Public Access & Open Space Policy chapter of the *Design & Access Element* (pages 20-31) is proposed to be reorganized. A summary of the proposed 'Design Criteria is provided below. The proposed amendments to the *Design & Access Element* incorporating the Design Criteria and reorganized format is attached as Exhibit 1.

This Print Covers Calendar Item No. **4C**

BACKGROUND

The Port's Open Space System

The *Waterfront Land Use Plan* refers to the Port's open spaces as the "PortWalk" – an integrated network of public walkways and open spaces that allow you to follow the edge of the Bay along the Port of San Francisco waterfront. The PortWalk are the public spaces that extend out onto piers and the continuous public walkway along The Embarcadero and other waterfront edge streets. Herb Caen Way along The Embarcadero Roadway, Pier 7, and South Beach Park are major sections of the PortWalk already in place. As new projects are developed along the waterfront, new plazas, perimeter pier access and other open spaces will expand the PortWalk.

The Public Access and Open Space chapter in the *Waterfront Design & Access Element* includes policies for directing how the Port's open space system will evolve. The proposed Design Criteria would complement these policies and also add the following policy on page 21 that directs the architectural character of improvements to open spaces:

> **Character**
> **Emphasize San Francisco's waterfront setting by designing most public open spaces as an architectural backdrop to the waterfront's spectacular natural and built features.** Improvements to the PortWalk should be simple and minimalist in form and character to allow the natural beauty of the waterfront and its view to and from the Bay to cast the strongest visual image. Certain locations along the waterfront that are planned for major development or large open spaces may warrant different design features reflective of their use or area (e.g. PacBell Ballpark, Ferry Building).

New specific standards are described for two topics on page 37: Bulkhead Building Colors and Bulkhead Lighting. These standards were developed in consideration of the building's potential historic status, and by using lighting and color consultants and extensive testing and public review.

Design Criteria that describe qualitative performance measures are proposed for the following types of architectural components commonly found in the Port's waterfront open spaces:

- Benches
- Trash & Recycling Containers
- Railings and Bullrail Edges
- Paving
- Planting
- Pier Apron Lighting
- Interpretive Signage

Proposed design criteria for each of these elements is described in greater detail on pages 36-41 of the *Design & Access Element* and also in the proposed Appendix (both sections attached). The Design Criteria for each type of open space improvement was developed and guided by the following four principles (page 36) to ensure they be appropriately designed for the waterfront:

> **Functionally Appropriate** – Open space improvements should first be functionally appropriate for their intended purpose.
> **Character** – Open space elements should complement and enhance the waterfront setting.
> **Durability** – Materials should be selected and designed for permanence, waterfront

conditions and a high level of public use.
Maintainable – Open space elements should be designed for achievable maintenance requirements.

Modifications to the Waterfront Design & Access Element
In addition to the above Design Criteria and the "Character" policy being added to the Public Access and Open Space chapter of the *Waterfront Design & Access Element*, the proposed page 33 discussing "Perimeter Access Design Criteria" is also recommended for adoption by the Waterfront Design Advisory Committee. This page discusses typical solutions for laying out seating areas, walking areas and site furnishings on the perimeter of wharves and piers.

The Public Access and Open Space chapter is also shown in a reformatted layout to enhance clarity of the information. The "Summary of Public Access and Open Spaces" is moved forward in the document to immediately follow the policies on page 21. The Summary is also reorganized to show open spaces by geographic location instead of the existing Summary that describes open spaces by type (e.g. pier, historic ship, natural area, etc.). BCDC amendments from the Special Area Plan adopted in July 2000 are also incorporated and a number of minor non-policy text changes are included to accommodate the reorganization.

Environmental Review
The Planning Commission certified a Final Environmental Impact Report (FEIR) for the Waterfront Land Use Plan and accompanying Waterfront Design & Access Element on January 9, 1997. The proposed changes to the Design & Access Element that address design criteria were considered in the original analysis for the FEIR.

Public Review
The PortWalk Design Criteria were developed at the suggestion of the Waterfront Design Advisory Committee and prepared with their guidance and continual input. The Design Criteria were then presented to and reviewed by the American Institute of Architects, SPUR, the Board of Directors for San Francisco Beautiful, and twice by the BCDC Design Review Board. The Design Criteria have enjoyed public and professional support from all of these boards and organizations. Most every review led to productive refinements of the documents, which are now proposed for commission approval as part of the *Waterfront Design & Access Element* of the *Waterfront Land Use Plan*.

Prepared by: Dan Hodapp
Senior Waterfront Planner

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-58

WHEREAS, the Port Commission adopted the Waterfront Land Use Plan and the Waterfront Design & Access Element on June 24, 1997, the product of an intensive, six-year public planning process that is the comprehensive document describing where existing and new land uses will be located during the next 20 years; and

WHEREAS, with an overall goal of reuniting the City with the waterfront, the *Waterfront Land Use Plan* calls for preparing guidelines for Port property that further define the character of development on the waterfront; and

WHEREAS, within the Waterfront Design & Access Element, the Public Access and Open Space chapter identifies Qualitative Standards for the development of open spaces; and

WHEREAS, a five member Waterfront Design Advisory Committee was formed pursuant to Planning Code Section 240 to review the design of major waterfront development projects and the Committee has recommended the preparation and adoption of PortWalk Design Criteria and other related amendments to the Waterfront Design & Access Element; and

WHEREAS, Port staff has prepared draft PortWalk Design Criteria and amendments to the Public Access and Open Space Chapter of the Waterfront Design & Access Element dated June 20, 2001, and reviewed and incorporated in this draft, comments received from the American Institute of Architects, SPUR, San Francisco Beautiful, and the BCDC Design Review Board; and

WHEREAS, on January 9, 1997 the City Planning Commission certified the Final Environmental Impact Report (FEIR) for the Waterfront Land Use Plan and the Waterfront Design & Access Element that included preparing design guidelines for the waterfront; and

WHEREAS, under CEQA Guideline Section 15162, no new information of substantial importance has become available, no modification to the project has occurred that would require important revisions to the Waterfront Land Use Plan FEIR, and no substantial changes have occurred with respect to the circumstances under which the project is undertaken, since the Planning Commission certified the FEIR, therefore, there is no need to prepare an addendum or supplement the FEIR or recirculate the FEIR; now, therefore be it

RESOLVED, that the Port Commission hereby approves the PortWalk Design Criteria and other modifications to the Public Access and Open Space chapter of the Waterfront Design & Access Element including the Design Criteria Appendix C, as indicated in the Memorandum and Exhibit 1 for Agenda Item No. 4C for the July 10, 2001 Port Commission meeting.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of July 10, 2001.

_____
Secretary

draft
June 20, 2001

Public Access and Open Space

The Port's network of existing and future public access and open space areas is one of the City's most significant waterfront resources. It extends the City's park and open space system, connects the City with the expansive waters of the Bay, and offers tremendous opportunities for public enjoyment of the waterfront.

This section provides an overview of the primary waterfront public access and open space policies, a summary description of the Port's open spaces and public access areas, and standards and criteria that addresses the location and siting of open spaces and the character of improvements within those spaces.

Public Access & Open Space Policies

The Port's public access and open space plan reflects five primary policies: a 'continuous' public access and open space program that encourages people to explore the entire waterfront; a 'sequence' of significant open spaces occurring at frequent walkable intervals; a 'variety' of public access and open spaces to experience the waterfront's many activities; public access and open spaces which provide 'connections' between the City and the Bay; and open space 'character' that is an architectural backdrop to the magnificence of the Bay. In developing new public access and open space, the Port will build upon its base of existing public access and open space, create opportunities for people to explore the entire waterfront through a variety of recreational opportunities and connections with the water, and provide opportunities for spectacular views of the Bay and its maritime activities. In addition, the Waterfront Land Use Plan calls for the creation of a 'PortWalk' along the waterfront that integrates new public access and open space on piers with the Port's continuous waterfront walkway. Concepts for the design and qualities of the 'PortWalk' and other public access to be included as part of pier development are discussed on the following pages.

Pier 7 public access and fishing pier

EXHIBIT 1

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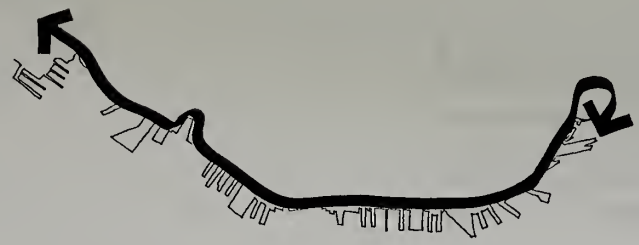
June 20, 2001



Continuity

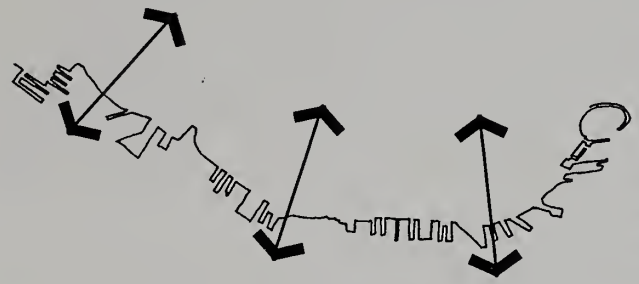
Develop a continuous waterfront walkway that connects public access, open spaces and activity areas from Fisherman's Wharf to Pier 70. The Embarcadero Promenade already provides a major portion of this walkway from Pier 39 to South Beach. Proposed future walkway improvements from China Basin to Pier 70 and improvements to the Jefferson Street sidewalks in Fisherman's Wharf will improve pedestrian access and enjoyment and will complete a continuous walkway along the waterfront. This concept is a fundamental part of the PortWalk, which will extend public access onto piers.

Sequence

Create a sequence of major open spaces and Open Water Basins that occur frequently and regularly at significant points along the waterfront. East Wharf Park at Pier 39, Pier 7, the Ferry Building (Harry Bridges Plaza) and South Beach Park are major existing open spaces north of China Basin. They will soon be joined by a landscaped park at Rincon Point. Additional future open spaces at Fisherman's Wharf, Northeast Wharf at Pier 27, Brannan Street Wharf, and in the Mission Bay area also will contribute to this network. These open spaces will be complemented by a variety of smaller open spaces on piers and in other locations along the waterfront. Existing Open Water Basins at Broadway and Rincon Point will be complemented by new Open Water Basins at the Northeast Wharf and Brannan Street Wharf, and new open water areas between Piers 15 and 17 and at Piers ½, 2 and 24.

Variety

Develop a variety of public access and open spaces that offer many recreational opportunities and enhance other uses along the waterfront. The waterfront has a variety of public access and open spaces including natural areas, landscaped parks, plazas, waterfront walkways and open water areas. New public access and open space should continue to expand the diverse opportunities for recreation, views and appreciation of the waterfront and the Bay.



Connection

Design public access and open spaces to encourage connections between the City, the waterfront and the Bay. Many people will be drawn to those waterfront access areas, which are most visible from the City. New public access and open spaces should therefore be designed to maximize visibility or other connections between the City, the waterfront and the Bay.

Character

Emphasize San Francisco's waterfront setting by designing most public open spaces as an architectural backdrop to the waterfront's spectacular natural and built features. Improvements to the PortWalk should be simple and minimalist in form and character to allow the natural beauty of the waterfront and its view to and from the Bay to cast the strongest visual image. Certain locations along the waterfront that are planned for major development or large open spaces may warrant different design features reflective of their use or area (e.g. PacBell Ballpark, Ferry Building).

draft
June 20, 2001

Summary of Public Access and Open Spaces

The development of the industrial and maritime Port from the 1860's through the 1930's offered few opportunities for public access or open space. Over the last 20 years, however, the shift of industrial activities to the southern waterfront and land use changes along the northern waterfront between China Basin and Fisherman's Wharf have encouraged the development of public access and open spaces on Port property.

Waterfront Plan policies call for developing additional public access, open spaces and other uses to attract people to the waterfront as part of maritime mixed-use projects. These new projects will incorporate recreation-oriented maritime and commercial uses and new public access and open space improvements. The Port will further improve waterfront public access by providing major public open spaces, such as Rincon Park, and new open spaces in Fisherman's Wharf, the Northeast Waterfront and South Beach.

The following pages provide a brief description of existing and planned public access and open spaces on Port property. The network of open spaces is organized on the folllwing pages by subareas: Fisherman's Wharf, Northeast Waterfront, Ferry Building, South Beach, Mission Bay, and the Southern Waterfront.

Plaza and park amenities included as part of new developments in the South Beach area

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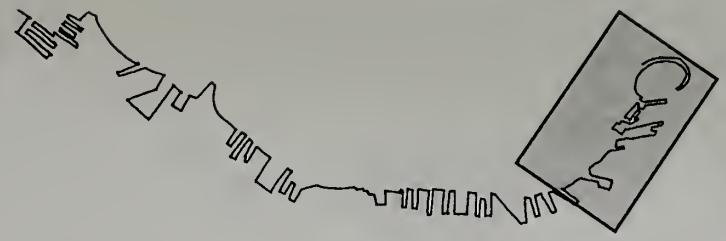
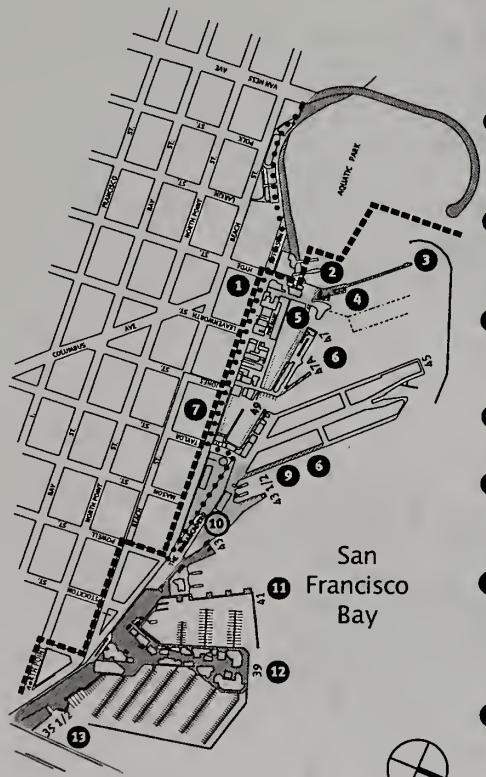
June 20, 2001



Fisherman's Wharf

Fisherman's Wharf has a variety of types of open spaces to observe the fishing industry, learn about maritime history, or take in views of the north Bay. There are open spaces for viewing on Piers 39, 41, 43 and 43½. The Hyde Street Pier is the home to the San Francisco Maritime National Historical Park with its collection of tall ships and other boats, and the Fisherman's Wharf Interpretive Signage program provides a fun and memorable self-guided tour of the fishing industry.



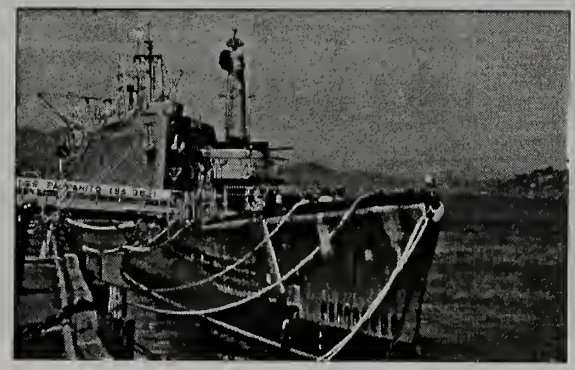
Fisherman's Wharf

Existing

1. **Jefferson Street Sidewalk**
   Sidewalk connecting the Embarcadero Promenade to Aquatic Park from Powell to Hyde Streets.
2. **Swimming and Rowing Club Docks**
   Public access to swimming and rowing club docks which are within Port jurisdiction.
3. **Hyde Street Pier**
   San Francisco Maritime National Historic Park -- historic ships and related exhibits located at the foot of Hyde Street.
4. **San Francisco Maritime National Historical Park**
   On the Hyde Street Pier in Fisherman's Wharf.
5. **Hyde Street Harbor**
   Pier edge access at the entrance to the fishing harbor immediately east of the Hyde Street Pier.
6. **Fisherman's Wharf Interpretive Signage Program**
   Interpretive sign program describing the fishing industry through Fisherman's Wharf between Powell and Hyde Streets.
7. **Inner Lagoon Walkways**
   Areas to view the fishing harbor adjacent to Jefferson Street between Taylor and Jones Streets.
8. **Pier 45 East Apron**
   Public access alongside existing Pampanito historic ship.
9. **Pampanito Submarine at Pier 45**
   Berthed along the east side of Pier 45.
10. **Pier 41**
    Ferry landing facilities and public access pier.
11. **Pier 39/Aquarium**
    Commercial recreation uses, central plazas, and perimeter access. Also included are landscaped open spaces adjacent to The Embarcadero.
12. **Sydney Rudy Waterfront Park, East Wharf Park**
    Lawn and children's play area fronting on the Embarcadero between Piers 35 and 39.

Future

10. **Fisherman's Wharf Plaza**
    Opportunity to develop a major public plaza extending to the Bay in the area generally bounded by Jefferson, Taylor, and Powell Streets and the Bay.



Pampanito submarine at the east side of Pier 45.

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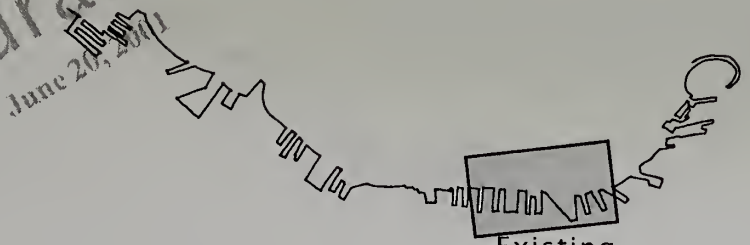
June 20, 2001



Northeast Waterfront

Public access and open spaces in the Northeast Waterfront combine the "Herb Caen Way" (Embarcadero Promenade) with a variety of public aprons along the historic "finger piers". Also included is the spectacular Pier 7 public access and fishing pier and a planned destination open space at Pier 27.

Existing

⓯ Pier 23
Improvements adjacent to the Promenade between Piers 23 and 27.

⓰ Wharf Improvements
Marginal wharf and pier edge improvements between Piers 7 and 9 and between Piers 9 and 15.

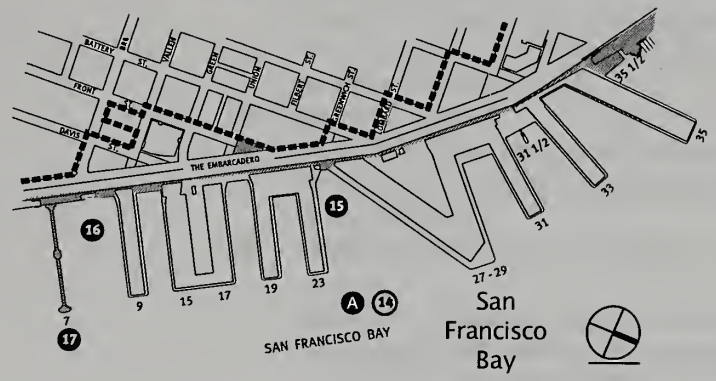
⓱ Pier 7
Public access and fishing pier at the foot of Broadway Street.

Future

⓮ Northeast Wharf
A new plaza to be developed by the Port adjacent to The Embarcadero at Pier 27.

New Open Water Basin

Ⓐ Northeast Wharf Area



Northeast Waterfront

Pier 7

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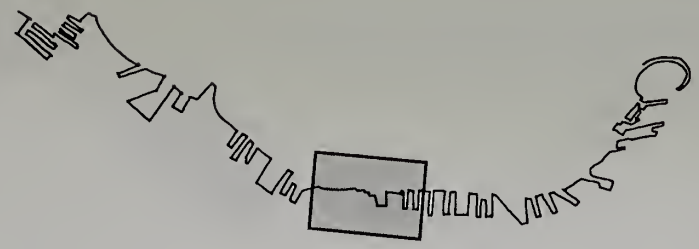
June 20, 2001



Ferry Building Area

The major open spaces in this area are centered around the attraction of the historic Ferry Building. The new Harry Bridges plaza on the City-side of the Ferry Building provides a grand civic forecourt to the Ferry Building that complements the adjacent Justin Herman plaza and park. The recently renovated Pier 1 includes complete perimeter access with viewing opportunities of the Ferry Terminal activities, and Rincon Park (construction 2001) will be a new two-acre landscaped park within walking distance of Downtown and South Beach.

Existing

⑱ **Ferry Boat Santa Rosa**
North side of Pier 3 adjacent to the Santa Rosa.

⑲ **Pier 1**
Perimeter access around Pier 1 and through the bulkhead rail corridor.

⑳ **Pier 1/2**
Public access walkway with views of ferry activities.

㉑ **Ferry Plaza**
Public plaza on the waterside of the Ferry Building that serves the Downtown Ferry Terminal

㉒ **Harry Bridges Plaza**
A new civic plaza on the City side of the Ferry Building located between the north and south lanes of the Embarcadero Roadway.

㉔ **Seawall Lot 347N**
An office building plaza with Bay views at the northeast corner of Howard Street and The Embarcadero.

㉕ **Herb Caen Way ("Embarcadero Promenade")**
25 foot wide (minimum) Embarcadero shoreline walkway with "Art Ribbon" project extending from Fisherman's Wharf to China

Future

㉓ **Ferry Terminal South Breakwater**
Public access on top of the breakwater located immediately south of the Downtown Ferry Terminal.

㉖ **Rincon Park**
A new landscaped park on the east side of The Embarcadero with views of the Bay Bridge, between Howard and Harrison Streets.

Harry Bridges Plaza on the City-side of the Ferry Buildling.

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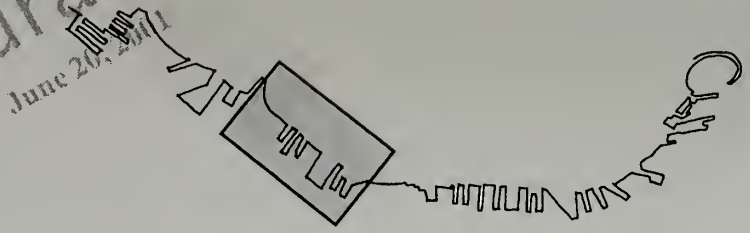
June 20, 2001



South Beach

South Beach is home to the new South Beach Marina and Park and the waterfront walkway on the edge of the new ballpark. The area is also planned to have a major new open space – the Brannan Street Wharf, to be constructed immediately south of the planned cruise terminal on Pier 30-32. Both the Brannan Street Wharf and the South Beach Park will serve the vibrant new South Beach neighborhood.

Existing

㉗ Jeremiah O'Brien
Last World War II liberty ship currently berthed at Pier 30-32 or at Fisherman's Wharf along Pier 45.

㉚ South Beach Harbor Public Access Pier
Recreational boat harbor and public access pier.

㉛ South Beach Park
Lawn and other park improvements adjacent to the South Beach Harbor and the ballpark.

㉜ Ballpark Public Access
Public access walkway extending along the waterside of the ballpark adjacent to China Basin Channel between South Beach Park and the Third Street Bridge.

Future

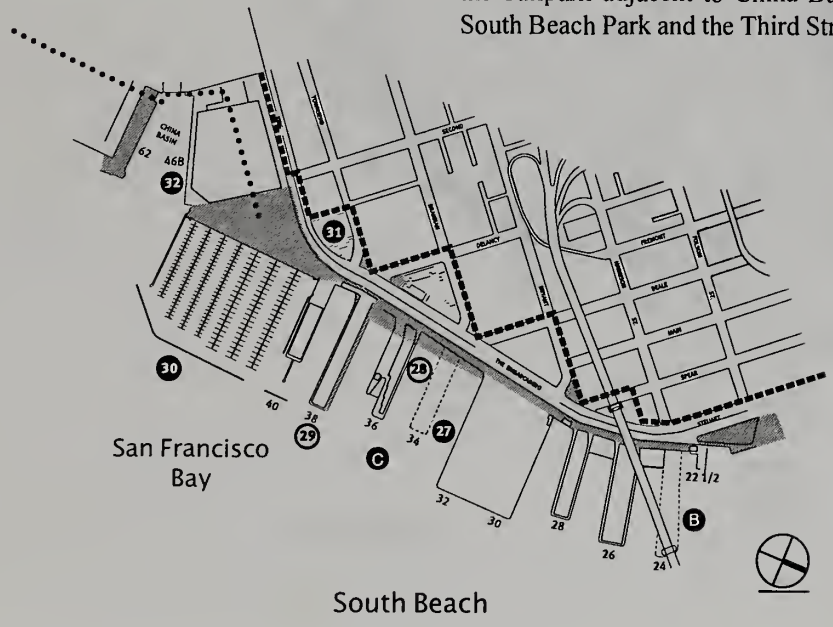
㉘ Brannan Street Wharf
A plaza and Promenade open space to be developed and financed by the Port, including the removal of Piers 34 and 36.

㉙ Pier 38
Perimeter pier edge access on Pier 38.

New Open Water Areas

Ⓑ Pier 24

Ⓒ Pier 34 and 36



PacBell Park and waterside Promenade.

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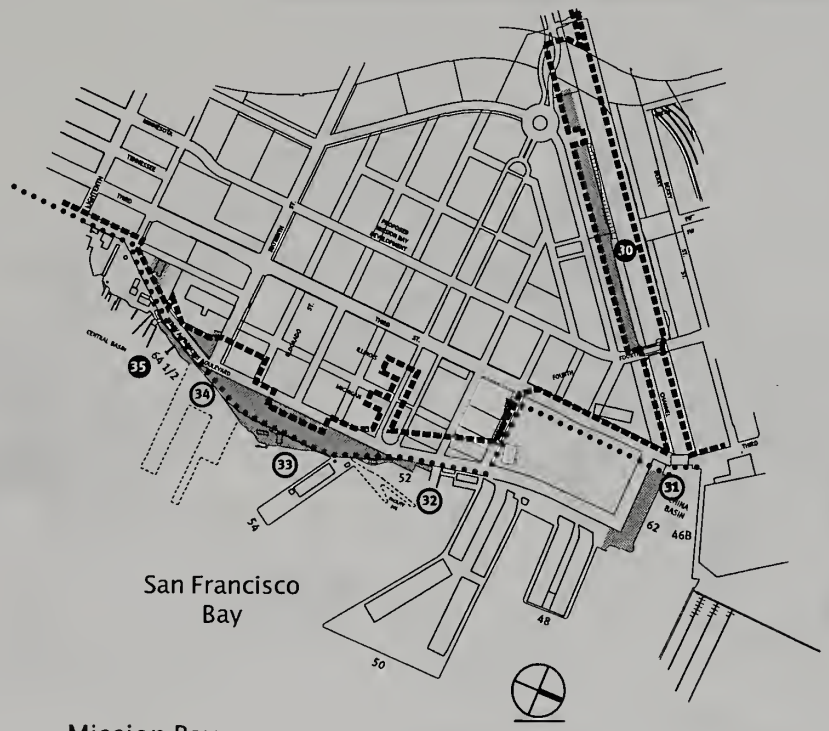
June 20, 2001

Mission Bay

The planned Mission Bay project adjacent to Port lands includes a complete open space system ranging from mini-parks, to landscaped boulevards, to a major waterfront open space east of the realigned Terry Francois Boulevard. The entire south edge of China Basin Channel will also be a landscaped park or other natural open space area.

Existing

35 Agua Vista Park
Planted area and fishing pier with views of Pier 70 along Terry Francois Boulevard in the Mission Bay area.



Mission Bay

Future

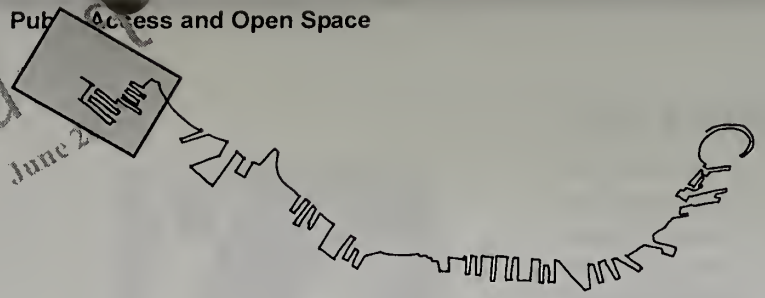
30 Mission Creek Harbor & South Shore Park
Landscaped park and plazas along the south side of China Basin Channel between Fourth and Sixth Streets. To be constructed with Mission Bay improvements.

31 China Basin Park
Landscaped park with ballpark and bridge views adjacent to China Basin Channel and Third Street.

32 Pier 52 Boat Launch
Public boat launch in the Mission Bay area with adjoining waterfront edge access.

33 Mission Bay Walkway
Waterfront walkway along Terry Francois Blvd. connecting the Third Street Bridge at China Basin with the Pier 70 area. To be constructed with Mission Bay improvements.

34 Mission Bay Open Space
Landscaped area adjacent to the Bay, along Terry Francois Boulevard between Mission Rock and 16th Streets. To be constructed with Mission Bay improvements.



Southern Waterfront

The most prominent open space in the Southern Waterfront area is the new Heron's Head Park located on the Pier 98 area. This new wetland and natural area was improved by the Port as a quiet place to enjoy bird watching, fishing or viewing the adjacent Pier 94-96 container terminal.

Existing

36 Warm Water Cove Park
Native planting and walkways at the foot of Twenty-Fourth Street.

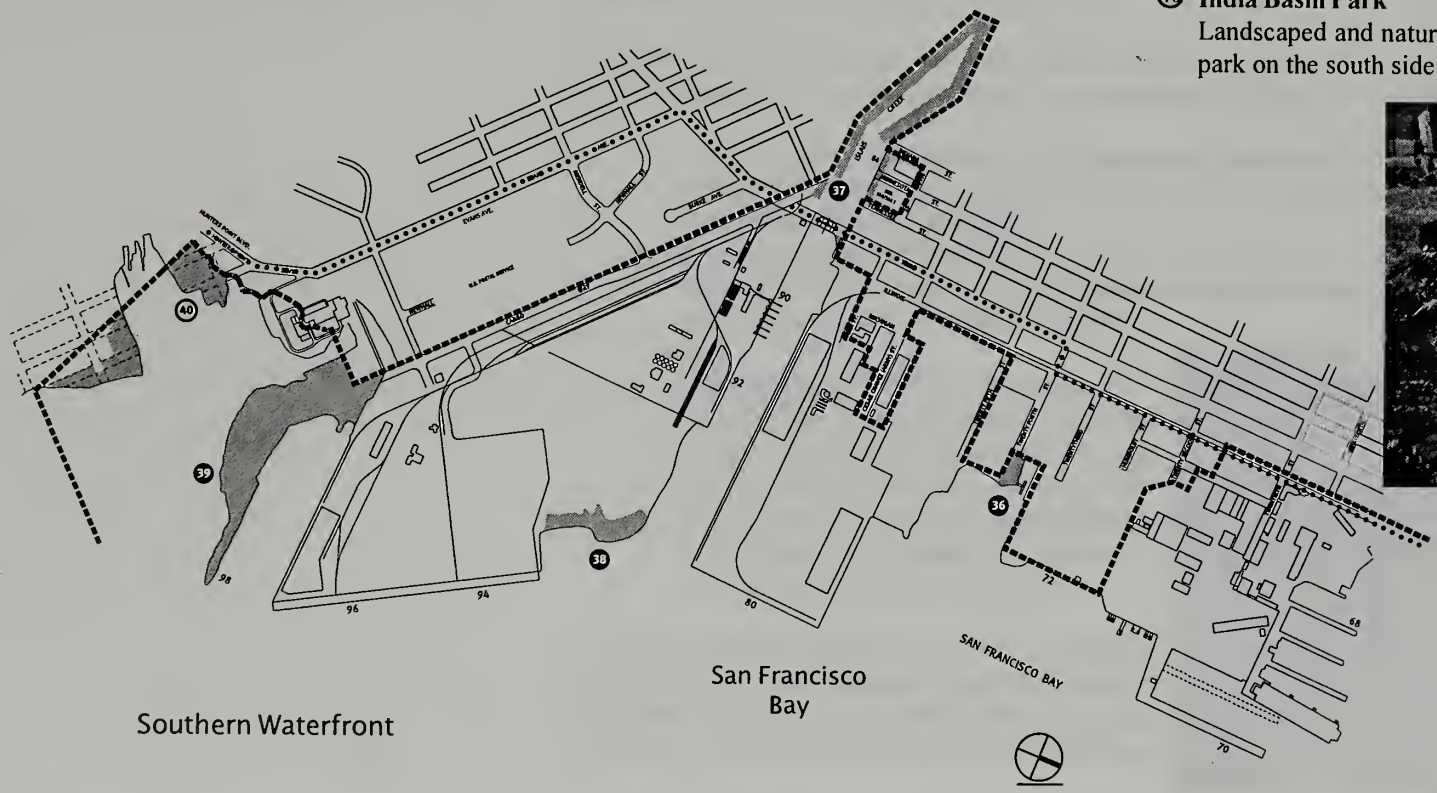
37 Islais Creek
Public improvements coordinated by The Friends of Islais Creek on the north edge of Islais Creek east of Third Street.

38 SWL 344 Existing Wetlands
North of Pier 94 in the Southern Waterfront area.

39 Heron's Head Park
Wetland and natural park located at Pier 98 between India Basin and Pier 96.

Future

40 India Basin Park
Landscaped and natural area that is part of a larger City park on the south side of India Basin.



Southern Waterfront

San Francisco Bay

Heron's Head Park

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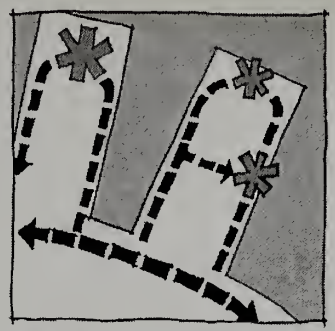
June 20, 2001

The PortWalk



The PortWalk provides the ability to walk along the Port's waterfront roadways and out to destinations on piers.

The 'PortWalk' will be created through a combination of the continuous waterfront walkway along The Embarcadero Promenade – Herb Caen Way, and along other waterfront roadways, waterfront public plazas and parks, and public access on piers. There will be visible connections between public access and open spaces that complement development destinations over the water. On piers, the 'PortWalk' will take many different forms, depending on site location, view opportunities, and the type and design of the development project of which it is a part. It will include a "Bayside History Walk" to provide access behind and within historic buildings on piers.

PortWalk improvements will be created as Port property is redeveloped with new uses. Major developments on piers will be required to provide public access on the pier apron, a Bayside History Walk, and an additional public access area consistent with the project and size of the pier. These public access improvements also are required under planning policies of the San Francisco Bay Conservation and Development Commission, particularly in the *San Francisco Waterfront Special Area Plan* (BCDC-SAP). For major development on large piers, it is expected that a higher proportion of public access will be necessary than for finger piers. Smaller projects also will be required to provide maximum feasible public access consistent with the project.

The following pages describe siting and character design standards to be considered when developing or improving public access and open space areas on piers, the shoreline or wharf areas as follows:

- **General Siting and Location** – The placement of open space within a project, making the most of climate and views, making public spaces feel safe, and making open spaces and public access obvious and accessible to the public;
- **Perimeter Access on Piers** – How new or renovated piers can include perimeter public access;
- **Destination Open Spaces on Piers** – How new development on piers can include "Destination" open space areas that add recreational opportunities;
- **Bayside History Walk** – A public access walkway that creates physical and visual access to and through historic resources; and
- **PortWalk Design Criteria** – "Design Criteria" to ensure a consistent and complementary approach to the design of improvements and furnishings within open spaces.

Additional criteria are included in the BCDC-SAP in its General Policies, in its Geographic-Specific Policies for Fisherman's Wharf, and the Southern Waterfront, and elsewhere as indicated in the standards which follow.

Embarcadero Promenade is a part of the PortWalk

draft
June 20, 2001

General Siting and Location

New public access and open spaces should meet siting and location design standards that address placement of the open space within a project, how it visually and physically connects to The Embarcadero and the Bay, microclimate conditions, and security. These standards will be used to review the design of public access and open spaces in future projects. How the design standards apply varies depending on the size of the open space, location along the waterfront, type of adjacent or associated use, and location and type of other open spaces in the area. More specific design criteria for individual sites can be found in Chapter 4.

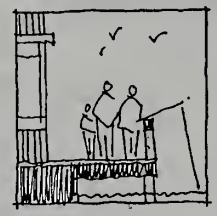
Connection to The Embarcadero

If not directly connected to the water's edge, new public access and open spaces should include a clear walkway or other circulation route identifying how to reach it from the Embarcadero Promenade.

Visible Connection to the Water

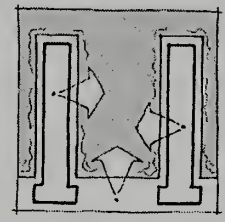
New public access and open spaces should include views to the Bay, maritime activities, and if feasible, the City. New public access and open spaces also should include contact with a pier edge, seawall edge, or other waterfront edge wherever feasible. (Refer to Chapter 3 Waterfront Views, and Chapter 4 Subarea Design & Access Criteria for a complete discussion of views. Also see BCDC-SAP Northeastern Waterfront "Waterfront Design Policies, Views Policies".)

Location of Required BCDC Public Access



BCDC public access policies require public access areas to be located at ground or platform level, be open to the sky (except limited covering is allowed if it enhances public access and does not support private uses above), and along the waterfront edge. Other uses may extend to the edge if the uses enhance the total project design and do not occupy more than 20 percent of the public access edge. Also see BCDC-SAP General policies.

Open Water Basins



To preserve views of the Bay as the predominant features between Pier 35 and China Basin, create Open Water Basins within which new fill should be limited, consistent with BCDC-SAP Northeastern Waterfront "Open Water Basin and Public Access Policies".

Draft
June 20, 2001

General Siting and Location (continued)

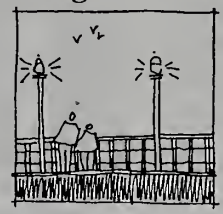
Commercial Facilities Within and Adjacent to Public Access and Open Space

Design public access so that the user is not intimidated nor is the user's appreciation restricted by structures or incompatible uses. Allow accessory commercial activities (e.g. food and beverage services, bike or skate rentals, ferry queuing) within open space and public access areas after maintaining adequate pedestrian circulation and minimizing blockage of the waterfront edge. Allow adjacent commercial uses (e.g. restaurants) to spill out onto public access and open space areas. Clearly delineate adjacent commercial uses areas from public use areas with signs, planting, fences, elevation changes, or other distinguishing characteristics.

Microclimate Conditions

The design and placement of new public access and open spaces should address microclimatic conditions by providing, for example, places that are sheltered from wind and places which receive maximum sun exposure.

Design For Security



The location of open spaces and their visibility from adjacent uses can affect the safety and comfort of the public. Open spaces and site improvements should therefore be designed to avoid concealed areas and include adequate lighting.

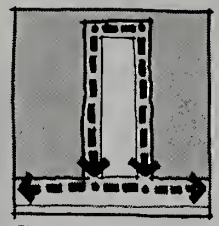
draft
June 20, 2001

Perimeter Access on Piers

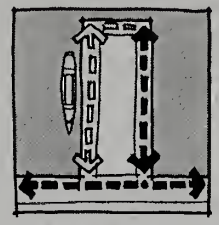
New major development on piers will include PortWalk public access around the pier perimeter to maximize contact between people and the water's edge. On the historic finger piers this is accommodated on the existing pier aprons which are generally about 20-feet wide or greater. Newly constructed, reconfigured, or renovated piers with new commercial or recreation uses should also include perimeter public access.

In certain instances, safety considerations or maritime operational needs (e.g. ship loading and service areas at the cruise terminal) may preclude complete perimeter access. In other cases, priority viewing locations or microclimate conditions may warrant emphasizing public access on certain sides over others. Site-specific situations are addressed in the Subarea Design and Access Criteria presented in Chapter 4. For example, the criteria for Piers 26-28 call for aligning pier public access with the Harrison Street view corridor, and creating a public access edge on the north side of Pier 26 to take advantage of spectacular City views. Shown here are just two examples of how PortWalk circulation on piers could be modified from the standard pier perimeter public access design.

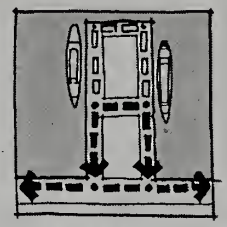
Many perimeter access layout options are possible



Standard: Perimeter Access



Alternative: Single Edge



Alternative: Half Pier

Edge circulation

Draft
June 20, 2007

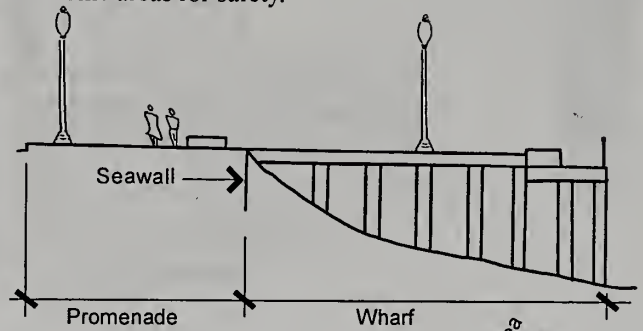
Perimeter Access Design Criteria

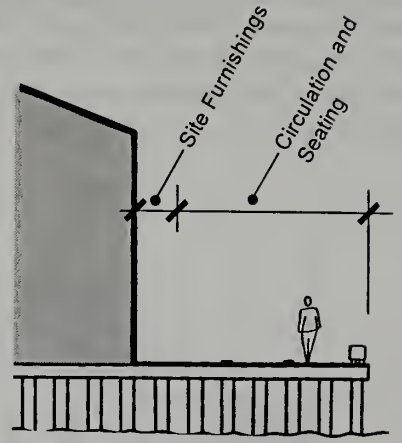
Open spaces and public access along pier aprons and wharf edges should be designed to take advantage of their unique location of being over the water and at its edge. Apply the following design criteria for open space and public access on pier aprons and wharf edges:

- Minimize the use and appearance of railings along the water's edge to take advantage of views;
- Allow circulation at the edge;
- Provide seating and a primary path of circulation along the apron;
- Place site furnishings – e.g. lights, commercial signage, and planters adjacent to the pier shed where they will not conflict with circulation.

The following illustrations show how pier and wharf edge layouts could meet the above criteria. Using bullrails at the edge or stepping the edge down provides the most visual access. Railings may be needed in some areas for safety.

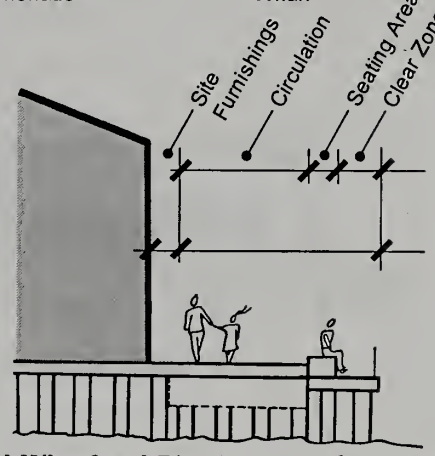
Wharves are structures that generally run parallel and adjacent to the seawall. Shown above is the wharf between Piers 17 and 19.



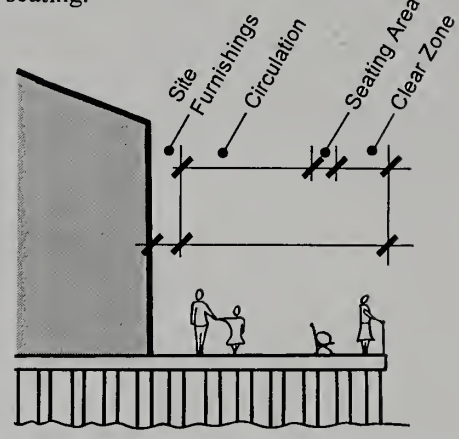


Flat Pier Apron with a Bullrail Edge. The bullrail edge maximizes views and accommodates boat tie-up. Bullrails are typically 12 by 12-inch wood set on 3 by 12-inch spacers. They may be located at the edge or slightly set back from the edge. Most of the apron is reserved for circulation and seating.

Piers extend out from the seawall edge. Shown above is Pier 9's south apron.



Stepped Wharf and Pier Aprons. The stepped apron minimizes the appearance of the railing while providing seating opportunities and the security of a railing that is sometimes necessary at the edge.

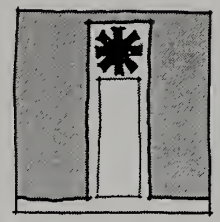


Flat Pier Apron with Railing Edge. If a railing is used at the edge of the apron, consideration must also be given to ADA accessible viewing opportunities.

draft
June 20, 2001

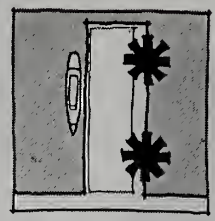
Destination Open Spaces on Piers

New pier developments will provide opportunities to create a variety of on-site public access and open spaces as part of the PortWalk. Destination open spaces vary in size and location. They may be at the far end of the pier to take advantage of spectacular views across the Bay, or set midway along a pier apron focusing on adjacent boats in the water and views back to the City or pier activities. They may be combined with commercial uses located next to important entrances, or be a quiet refuge away from the City. View opportunities, microclimate conditions and overall site planning will dictate the best locations for open spaces, whether at the edge or interior of the pier, or close to The Embarcadero. Taken together, there are innumerable combinations of circulation and destination public access designs that could be incorporated in new pier developments and integrated with pedestrian access from The Embarcadero to meet public access and open space policies and implement the PortWalk.



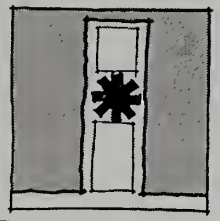
End

Pier End Destination

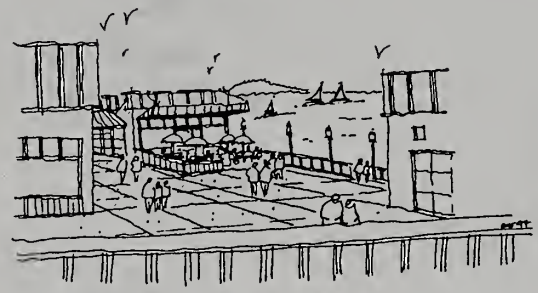


Edge

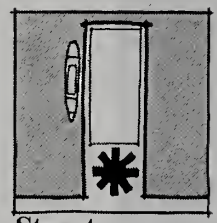
Edge Destination



Interior



Interior and Edge Destination

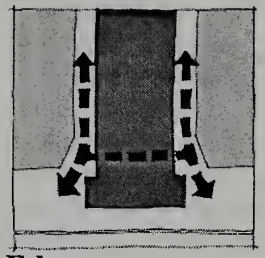


Street

Draft
June 20, 2001

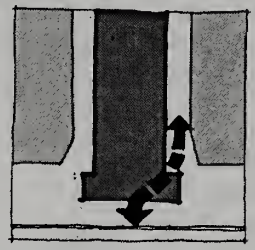
Bayside History Walk

The adaptive reuse of historic waterfront buildings in new developments presents the opportunity to create another way to explore San Francisco's historic waterfront. The 'Bayside History Walk' will be a part of these developments that will provide public access behind historic bulkhead and connector buildings to the Bay's intimate and quiet spaces. The Bayside History Walk will include views of the inner structure of the historic pier buildings and connections to pier aprons and walkways behind the bulkhead buildings. This Walk can be a self-guided tour of the waterfront with historic photographs, explanatory text and maritime artifacts. Below are illustrative examples of where this Walk could occur.

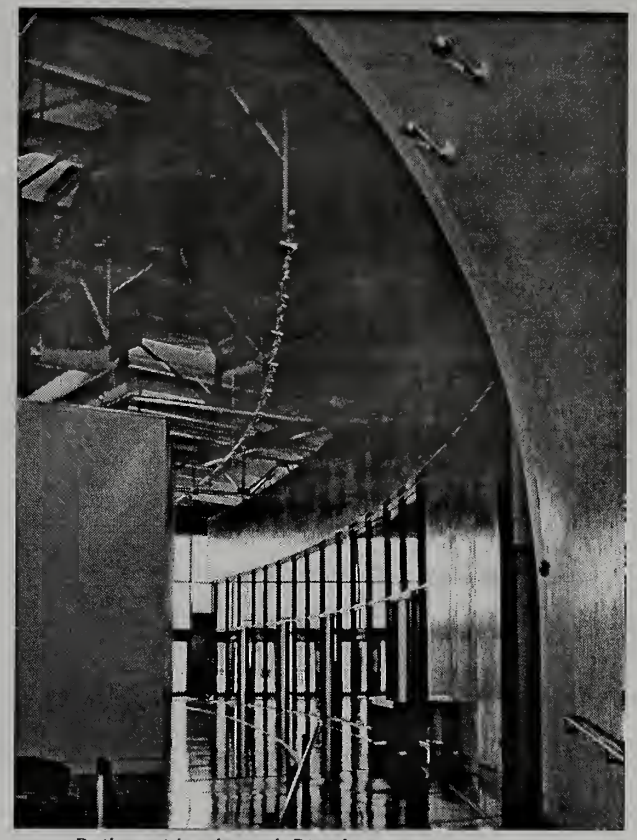


Edge

Behind bulkhead and connector building



Rail corridor through bulkhead



Rail corridor through Pier 1

draft
June 20, 2001

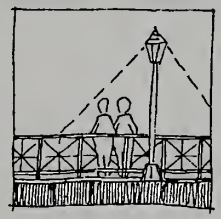
PortWalk Design Criteria

The PortWalk Design Criteria with accompanying examples of furnishings contained in Appendix C, give guidance for improvements within the Port's public access and open space system to ensure a certain standard of design consistency, while also preserving opportunities for creativity. The Design Criteria address the design and guide the selection for the following types of architectural components commonly found in the Port's waterfront open spaces:

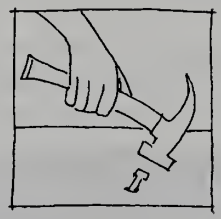
- Bulkhead Building Colors
- Bulkhead Lighting
- Benches
- Trash & Recycling Containers
- Railings and Bullrail Edges
- Paving
- Planting
- Pier Apron Lighting
- Interpretive Signage

Consistent with the Public Access and Open Space "Character" policy (on page 21) open spaces are to be improved as *"an architectural backdrop to the waterfront's natural and built features"*. This policy allows the natural beauty of the waterfront to be the strongest visual image, and directs open space improvements to be "simple" and "minimalist" in their design. Implementation of this policy through the PortWalk Design Criteria and accompanying examples in Appendix C, addresses the character of architectural components that are appropriate in waterfront open spaces.

The architectural improvements addressed in the PortWalk Design Criteria are not prescriptive (except for Bulkhead Building Colors and Bulkhead Lighting). Instead, the Criteria define recommended types of architectural improvements that also meet the following four general design principles for improvements within open space areas:



Functionally Appropriate – Open space improvements should first be functionally appropriate for their intended purpose.



Durability – Materials should be selected and designed for permanence, waterfront conditions and a high level of public use.

Character – Open space elements should complement and enhance the waterfront setting.

Maintainable – Open space elements should be designed for achievable maintenance requirements.

Draft
June 20, 2001

Design Criteria

Building Colors

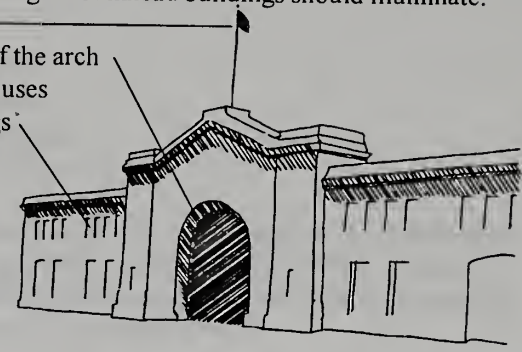
The front and sides of historic Bulkheads and other similar buildings fronting the Embarcadero Roadway shall be painted standard Port colors. Standard colors shall also apply to historic structures on Pier 43, 45 and 48. Consult Port staff for specifications of standard Port colors for the Bulkhead buildings.

Design Criteria

Bulkhead Lighting

The following concepts shall guide lighting improvements on bulkhead buildings along the Embarcadero:

- The Ferry Building should be the dominantly lit building on the waterfront.
- The existing street lighting along The Embarcadero Roadway should be the main source of light on the bulkhead buildings.
- Any additional lighting on bulkhead buildings should illuminate:
  - The flag
  - The inside of the arch
  - Evidence of uses within buildings



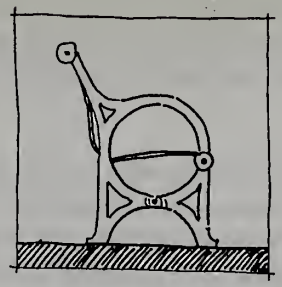
Consult Port staff for specifications on light fixtures for the flag and arch lighting. To provide lighting through street facing windows consider using independent light circuits to keep lights on through early evening hours.

Existing night view along The Embarcadero

draft
June 20, 2001

Design Criteria

Benches



Benches let us know we are invited into a public area and provide us with a comfortable resting place. When selecting benches consider the criteria stated below. Benches should also include end and mid-rails at some locations for accessibility. Consider the following criteria for the selection of benches and refer to Appendix C for examples:

- Simple and Minimalist Form;
- Timeless Design;
- Comfortable;
- Durable and Maintainable Materials;
- Appropriate Scale for the Waterfront;

Design Criteria

Trash & Recycling Containers

Trash and recycling containers serve an important function in every open space. Their design should be noticeable without attracting unnecessary attention. Consider the following criteria for the selection of trash and recycling containers and refer to Appendix C for examples:

- "Background" Character;
- Simple or Minimalist Form;
- Functional;
    - Easy to Service;
    - Limit Blowing Debris;
    - Not Inviting to Birds;
- Durable and maintainable materials;
- Appropriate scale for the waterfront;

Recycling containers should be provided in some locations to accommodate the level of activity for the open space. Recycling containers can be a minor addition to a trash container in low intensity areas or may need to be separate containers for sorting of materials in higher use areas.

draft
June 20, 2001

Design Criteria
Railings

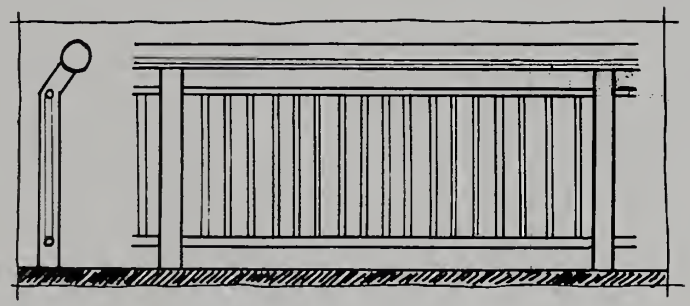
Railings and bullrails are both used along edges of pier aprons and marginal wharves. See page __ for typical edge treatment layouts. Railings for pier and seawall locations are discussed separately.

Bullrails are often a preferred edge treatment because of their minimal view blockage, ability to moor boats at them, and maintaining the waterfront character. Railings may be located in public access areas along non-maritime edges, or if determined necessary by the adjacent uses.

Consider the following criteria when selecting or designing railings and refer to Appendix C for examples:

- Top rail should be **inviting to lean on**;
- Railings should **not be easily climbable** (no climbable horizontal bars or cables);
- Create a **rhythm** established by a regular spacing of posts;
- Consider including a mid-rail slightly below the handrail for added interest;
- Consider using posts that break the line of the handrail to minimize the appearance of alignment imperfections;
- Maximize **transparency**;
- **Durable** and **maintainable** materials;
- Appropriate **scale** for the waterfront.

Sample sections of railings constructed on the project site may be required for design review on larger projects.



Design Criteria
Railings

Seawall Railings

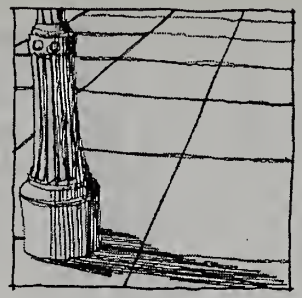
A railing located along a seawall marks the edge of the city – where land meets water. Because of the location on the edge of land, rather than on a pier over the water, a seawall railing should be a heavier design and use materials appropriate to its location on solid ground.

Consider the criteria cited for 'Railings' when selecting or designing seawall railings, with particular attention to the appropriate scale of a seawall location, and refer to Appendix C for examples.

draft
June 28, 2001

Design Criteria

Paving



Continuing the paving of the heavily used Embarcadero Promenade onto other adjoining open spaces helps inform users that these areas are there for public use and they are invited to be there. The Embarcadero Promenade is a simple dark concrete with a five-foot scoring grid. Although not mandatory, this paving should always be considered as an option or as the dominant paving material in waterfront open spaces that are contiguous to the Embarcadero walkways. Accent paving of other colors or materials may also be used in combination with the dark concrete where appropriate, or the dark concrete may be selected as the unifying material in larger open spaces.

Design Criteria

Planting

Planting may be used to accent entries, create a more intimate scale, add color or shield the wind or sun. Historically plants were not commonly found on San Francisco's industrial piers. While proper use of plants may enhance an open space, plantings should be used carefully so as not to detract from historic character or from a pier or wharf's unique construction of being a structure over the water, rather than on solid land.

Consider the following criteria when including planting on pier or wharf open space areas:

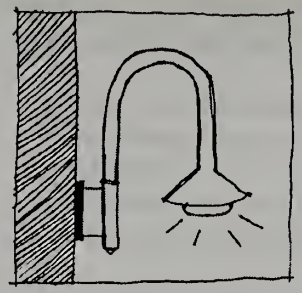
- Planting should be minimal on pier aprons, wharves, or near historic structures;
- Planting should be used only for up-close accent of entrances, cafe areas or other similar uses;
- Plants should be placed in pots or planters above the pier deck;
- Planting located along the pier apron should not be obvious from afar;
- Greater amounts of planting may be considered away from pier edges or inland from the seawall.

draft
June 20, 2001

Design Criteria

Pier Apron Lighting

San Francisco's historic "finger piers" have a unique linear shape being about 150 feet wide and 600-900 feet long. The historic pier sheds are simple industrial warehouse structures with regular spaced roll-up doors for servicing ships. Lighting the pier aprons for public access use should emphasize the length of the piers with a rhythm of doors, windows, perimeter lighting, and other edge improvements.



Lighting on pier aprons should meet the following criteria:

- Lighting along the apron adjacent to historic pier sheds should be attached to the shed or be on a pole very close to the shed;
- Accent the linear form of the piers using the rhythm of supports or openings on the sheds with regularly spaced fixtures;
- Lights should be shielded so that distant views of the pier, although noticeable, do not compete with City and Bay views;
- Additional lighting for entrances or other uses along pier edges should be shielded so as not to create bright spots or detract from the larger City and Bay views;
- Select fixtures and locations for lights that are not attractive as bird perches;

Design Criteria

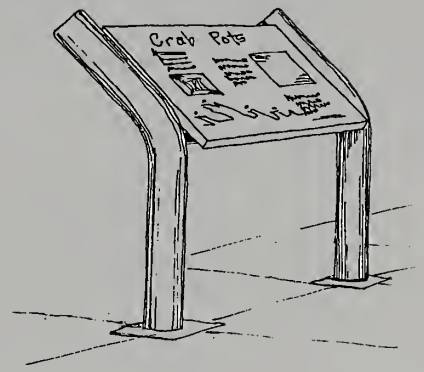
Interpretive Signage

Working maritime activities and rich history of the waterfront are interesting stories just waiting to be told. Interpretive signage exists along the Embarcadero Roadway, through Fisherman's Wharf and at Heron's Head Park. New open spaces, public access areas and sections of the Bayside History Walk should include interpretive signage to enhance the enjoyment of the waterfront. Consider the following criteria when developing content for interpretive programs:

- Include interpretive information in all major open spaces and other areas that have significant cultural, historic or educational interest and where possible along the Bayside History Walk;
- Coordinate content of interpretive information with that of nearby programs and signage; and
- Message content should appeal to a broad range of ages, interests, and ability to understand interpretive information.

Sign supports should have the following architectural characteristics:

- Simple or Minimalist Form;
- Durable and Maintainable Materials;
- Appropriate Scale for the Waterfront.



draft
June 20, 2001

Appendix C: PortWalk Design Criteria

The PortWalk Design Criteria give guidance for improvements within the Port's public access and open space system to ensure a certain standard of design consistency while preserving opportunities for creativity. The Design Criteria address the design and guide the selection for the following types of architectural components commonly found in the Port's waterfront open spaces:

- Bulkhead Building Colors
- Bulkhead Lighting
- Benches
- Trash & Recycling Containers
- Railings and Bullrail Edges
- Paving
- Planting
- Pier Apron Lighting
- Interpretive Signage

This appendix contains examples of the above components and includes the Design Criteria that should be considered when selecting furnishings and finishes. Neither the Design Criteria or the examples are intended to be prescriptive. Instead, the Criteria provide guidance for selecting improvements within open space areas that meet the use, character, durability and maintenance needs of the waterfront.

New waterfront development projects may incorporate architectural improvements shown in the Design Criteria or may select other fixtures and improvements if they are determined by the Port to meet the described Design Criteria for the particular component. This appendix may be updated from time to time as necessary without formal amendments to the Waterfront Land Use Plan or the Waterfront Design & Access Element.

Draft June 29, 2001

Design Criteria

Benches

Benches let us know we are invited into a public area and provide us with a comfortable resting place. When selecting benches consider the criteria stated below. Benches should also include end and mid-rails at some locations for accessibility. Consider the following criteria for the selection of benches:

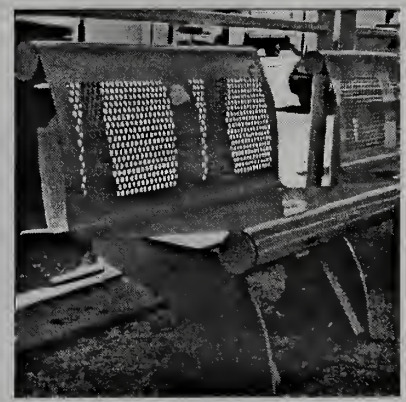
- Simple and Minimalist Form;
- Timeless Design;
- Comfortable;
- Durable and Maintainable Materials;
- Appropriate Scale for the Waterfront;

The following are examples of benches that could be appropriate along the waterfront.

Concrete Bench With Wood Slats.
Comfortable, durable, and maintainable.

Metal Framed Bench With Recycled Plastic Slats.
Simple, minimalist, comfortable, durable, and easy to maintain.

Cast Iron Benches With Wood Slats.
Timeless design, comfortable, durable and easy to maintain.



Metal benches. Simple forms, low maintenance, and have some transparency.

Bench mmx 1

Bench Rincon

draft
June 25, 2001

Design Criteria

Trash & Recycling Containers

Trash and recycling containers serve an important function in every open space. Their design should be noticeable without attracting unnecessary attention. Consider the following criteria for the selection of trash and recycling containers:

- "Background" Character;
- Simple or Minimalist Form;
- Functional;
  - Easy to Service;
  - Limit Blowing Debris;
  - Not Inviting to Birds;
- Durable and maintainable materials;
- Appropriate scale for the waterfront;

Recycling containers should be provided in some locations to accommodate the level of activity for the open space. Recycling containers can be a minor addition to a trash container in low intensity areas or may need to be separate containers for sorting of materials in higher use areas.

Recycling Containers. In larger or high use areas provide individual recycling containers that are designed similarly to the trash receptacles.

Concrete City Standard Trash Containers. Along the Embarcadero Promenade these conainers are painted grey to be compatible with other Embarcadero streetscape improvements.

Trash receptacles maintained by the Port should be a standard stock item that is durable and easy to service.

Trash 2

Metal Trash Receptacles.
Simple form, durable, and have a cover to limit wind blown debris and birds.

Trash mmx 3

Design Criteria

Railings

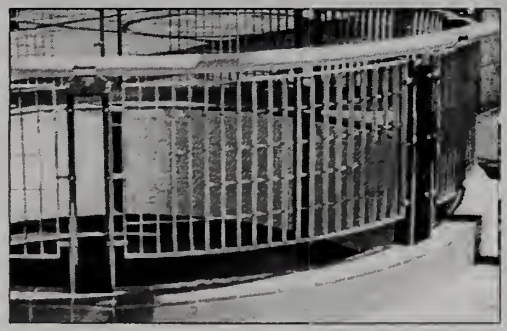
Railings and bullrails are both used along edges of pier aprons and marginal wharves. See page __ for typical edge treatment layouts. Railings for pier and seawall locations are discussed separately.

Bullrails are often a preferred edge treatment because of their minimal view blockage, ability to moor boats at them, and maintaining the waterfront character. Railings may be located in public access areas along non-maritime edges, or if determined necessary by the adjacent uses.

Consider the following criteria when selecting or designing railings:

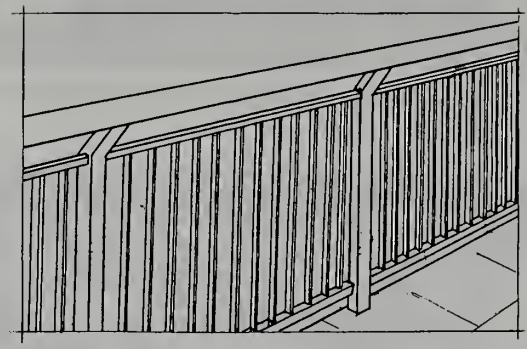
- Top rail should be **inviting to lean on**;
- Railings should **not be easily climbable** (no climbable horizontal bars or cables);
- Create a **rhythm** established by a regular spacing of posts;
- Consider including a mid-rail slightly below the handrail for added interest;
- Consider using posts that break the line of the handrail to minimize the appearance of alignment imperfections;
- Maximize **transparency**;
- **Durable** and **maintainable** materials;
- Appropriate **scale** for the waterfront.

Sample sections of railings constructed on the project site may be required for design review on larger projects. The following is a sample of railing types that meet these criteria:



Metal Post/Panel Railing With Wood Top Rail. Top rail is inviting to lean on, it is not easy to climb, a rhythm is established by the posts and panels, and it appears transparent and durable.

Metal Railing With Kinked-Wire Panels. The railing has a rhythm of posts and panels, it is transparent, durable and appropriately scaled for the waterfront. Top rail could be more inviting to lean on.



Metal Railing With Pickets. Top rail is inviting to lean on, there is a rhythm of posts and pickets, it is transparent, durable, and appropriately scaled for the waterfront.

Pier 7 Railing. Top rail is inviting to lean on, it is not easily climbable, a rhythm is established through regularly spaced posts, ornamentation and midrail create interest, transparency is high, and the materials are durable and maintanable.

Railing P7-1

Draft
June 29, 2004

draft
June 26th, 2001

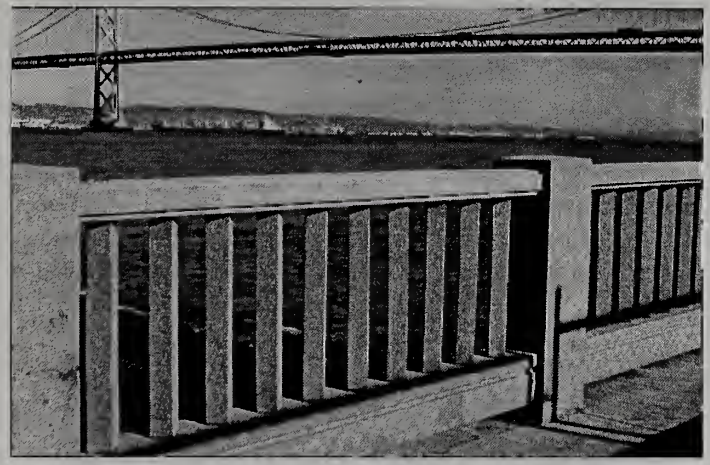
Design Criteria

Railings

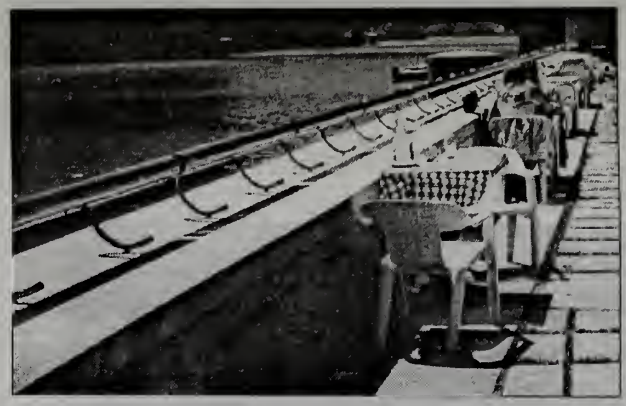
Seawall Railings

A railing located along a seawall marks the edge of the city – where land meets water. Because of the location on the edge of land, rather than on a pier over the water, a seawall railing should be a heavier design and use materials appropriate to its location on solid ground. Heavy bullrails, as described on the previous page may also be appropriate.

The following is a sample of railing types appropriate for a seawall location. Also consider the criteria listed for "Railings" when selecting or designing seawall railings.



Embarcadero Pre-cast Concrete Railing. Heavier design reflects its location on the seawall. The top rail is inviting to lean on, there is a rhythm of regularly spaced posts and pickets, and it is durable and easy to maintain.



Seawall edge, Riverfront Park, Chicago

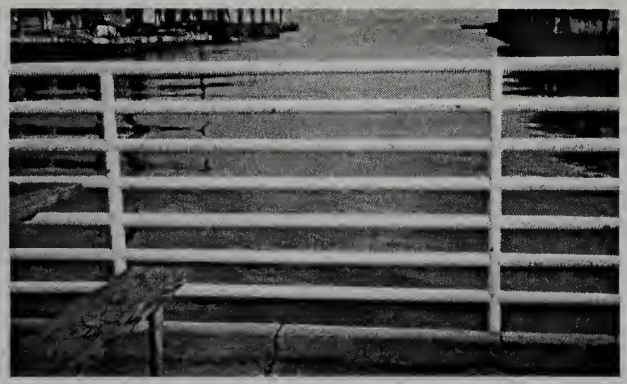
Seawall edge, Atlantic Avenue, Boston

draft
June 20, 2001

Design Criteria

Railings *(Not appropriate)*

Many rails are not appropriate for the waterfront due to lack of durability, being easy to climb, or not inviting to lean on. The following is a sample of railing types that should **NOT** be used along the waterfront.



Metal Railing with Horizontal Pickets. The top rail is not inviting to lean on, it is easy to climb, and there is no difference between the top rail, posts and the pickets.

Horizontal Cable Railing. The cables are easy to climb and are prone to stretching and breaking in high-public use areas.

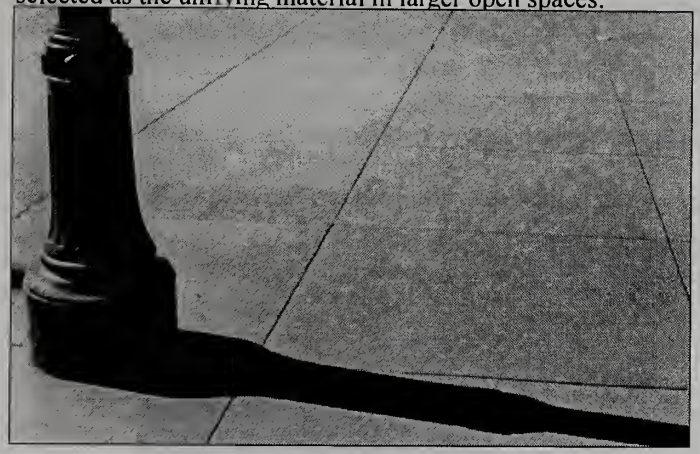
Chain Link Fence with Wood Top Rail. Top rail does not appear strong enough or comfortable to lean on, it is not scaled appropriately for the waterfront and it is not of durable materials. Chain link may be used in certain locations on the waterfront if the described Design Criteria for railings is met.

Metal Picket Railing. It is not inviting to lean on, there is no difference between, post, or picket, and the galvanized metal without paint did not prove durable when exposed to salt spray.

draft June 20, 2001

Design Criteria
Paving

Continuing the paving of the heavily used Embarcadero Promenade unto other adjoining open spaces helps inform users that these areas are there for public use and they are invited to be there. The Embarcadero Promenade is a simple dark concrete with a five-foot scoring grid. Although not mandatory, this paving should always be considered as an option or as the dominant paving material in waterfront open spaces that are contiguous to the Embarcadero walkways. Accent paving of other colors or materials may also be used in combination with the dark concrete where appropriate, or the dark concrete may be selected as the unifying material in larger open spaces.



Embarcadero Promenade

Design Criteria
Planting

Planting may be used to accent entries, create a more intimate scale, add color or shield the wind or sun. Historically plants were not commonly found on San Francisco's industrial piers. While proper use of plants may enhance an open space, plantings should be used carefully so as not to detract from historic character or from a pier or wharf's unique construction of being a structure over the water, rather than on solid land.

Consider the following criteria when including planting on pier or wharf open space areas:

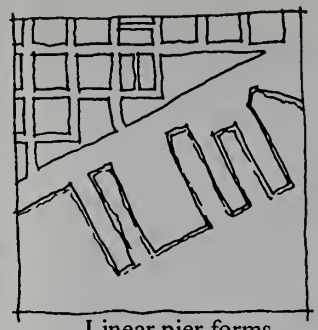
- Planting should be minimal on pier aprons, wharves, or near historic structures;
- Planting should be used only for up-close accent of entrances, cafe areas or other similar uses;
- Plants should be placed in pots or planters above the pier deck;
- Planting located along the pier apron should not be obvious from afar;
- Greater amounts of planting may be considered away from pier edges and inland from the seawall; and
- Planting should not obstruct pedestrian movement along pier aprons.

Draft
June 20, 2001

Design Criteria

Pier Apron Lighting

San Francisco's historic "finger piers" have a unique linear shape being about 150 feet wide and 600-900 feet long. The historic pier sheds are simple industrial warehouse structures with regular spaced roll-up doors for servicing ships. Lighting the pier aprons for use as open space should emphasize the length of the piers with a rhythm of doors, windows, perimeter lighting, and other edge improvements.



Linear pier forms

Consider the following criteria when lighting pier aprons:

- Lighting along the apron adjacent to historic pier sheds should be attached to the shed or be on a pole very close to the shed;
- Accent the linear form of the piers using the rhythm of supports or openings on the sheds with regularly spaced fixtures;
- Lights should be shielded so that distant views of the pier, although noticeable, do not compete with City and Bay views;
- Additional lighting for entrances or other uses along pier edges should be shielded so as not to create bright spots or detract from the larger City and Bay views;
- Select fixtures and locations for lights that are not attractive as bird perches;

Pier sheds along the Northern Waterfront.

draft
June 20, 2001

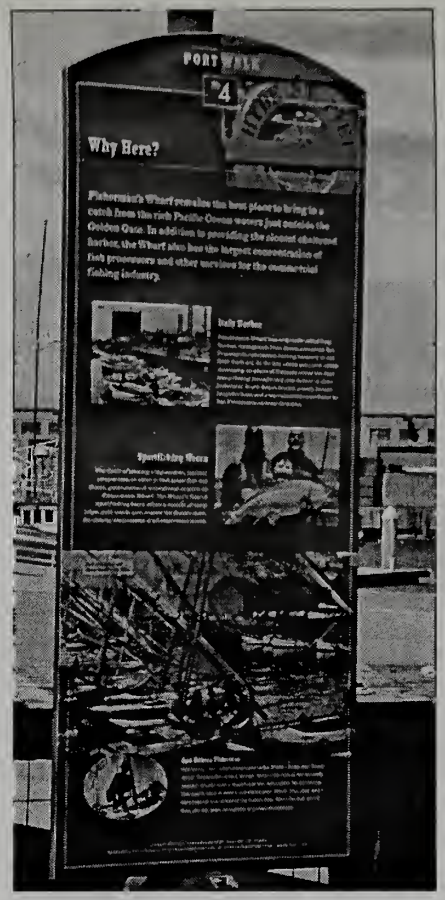
Design Criteria

Interpretive Signage

Working maritime activities and rich history of the waterfront are interesting stories just waiting to be told. Interpretive signage exists along the Embarcadero Roadway, through Fisherman's Wharf and at Heron's Head Park. New open spaces, public access areas and sections of the Bayside History Walk should include interpretive signage to enhance the enjoyment of the waterfront. Consider the following criteria when developing content for interpretive programs:

- Include interpretive information in all major open spaces and other areas that have significant cultural, historic or educational interest and where possible along the Bayside History Walk;
- Coordinate content of interpretive information with that of nearby programs and signage; and
- Message content should appeal to a broad range of ages, interests, and ability to understand interpretive information.

Sign supports should have the following architectural characteristics:
- Simple or Minimalist Form;
- Durable and Maintainable Materials;
- Appropriate Scale for the Waterfront;



The Fisherman's Wharf Interpretive Signage Program installed in April, 2001

PORT OF SAN FRANCISCO

MEMORANDUM

July 5, 2001

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Brian McWilliams, Vice President
Hon. Denise McCarthy
Hon. Michael Hardeman
Hon. Pius Lee

FROM: Douglas F. Wong
Executive Director

SUBJECT: Informational presentation on the proposals submitted in response to the Requests for Proposals for a Mixed-Use Project and a Non-Profit Arts Project, within the Pier 70 Mixed Use Opportunity Area.

DIRECTOR'S RECOMMENDATION: FOR INFORMATION ONLY; NO ACTION REQUIRED

This staff report provides information on the following two proposals submitted in response to the Requests for Proposals ("RFP") to lease and develop a (1) Mixed-Use Project and a (2) Non-Profit Arts Project, within the Waterfront Land Use Plan ("Waterfront Plan") Pier 70 Mixed Use Opportunity Area ("Opportunity Area"). The Opportunity Area is east of Illinois Street within the area between Mariposa and 22nd Streets (see attached Central Waterfront map).

Mixed Use Project RFP Respondent: AMB Property L.P. (a joint venture between AMB and AIG Global Real Estate Investment Corp., a subsidiary of American International Group (AIG))—Luis Belmonte, Bill Marino, Janice Thacher

Non-Profit Arts Project RFP Respondent: Managing Member, San Francisco Arts Future Consortium (SFAFC); Member Organizations Center for the Book, Dancers' Group, Joe Goode Performance Group, Lorraine Hansberry Theatre, New Langton Arts, Other Minds, San Francisco Art Institute, San Francisco Camerawork, San Francisco Jazz, San Francisco Shakespeare Festival; Fee Developer Wilson Equity Office & Wilson Meany—Tom Sullivan, Chris Meany

This report provides information regarding the Respondents for the Mixed-Use Project RFP and the Non-Profit Arts Project RFP.

This print covers Calendar Item No. **4D**

BACKGROUND

Pursuant to the site specific process indicated in the Waterfront Plan for major development projects, the Port established a Pier 70 Advisory Group in March 2000 to provide input on the development goals and objectives for this Waterfront Plan Opportunity Area prior to issuance of an RFP. The Pier 70 Advisory Group provided Port staff input and guidance on Project Goals and Objectives ("Objectives") for development of the Opportunity Area,

In the course of the Advisory Group discussions, it became apparent that the Opportunity Area, then bounded by 18th Street and the block between 20th and 22nd Streets, should be expanded towards the north for better access to the Bay. The expansion area, Pier 66 and portions of Seawall Lots 345 and 349, included shoreline land from 18th Street north towards Mariposa Street. The Advisory Group also discussed the desirability of using a portion of the site to assist non-profit arts uses that are in need of additional space in San Francisco.

A Mayor's Office study of non-profit space needs in the City found that nearly one million square feet of non-profit space could be at risk over the next three years. The Mayor's Office requested that the Port explore the development of non-profit arts space within this Opportunity Area. On November 1, 2000, the Port Commission adopted Resolution No. 00-85 directing Port staff to issue an RFP to implement at least 150,000 square feet of non-profit arts space in the development of the Opportunity Area.

On February 27, 2001, the Port Commission adopted Resolution No. 01-12 adopting amendments to the Waterfront Plan to (1) modify the Opportunity Area to include Pier 66 and portions of Seawall Lots 345 and 349 and exclude Buildings 36 and 109, and (2) include "Artists/Designers" as an Acceptable Use within the Southern Waterfront Acceptable Land Use Table for the Opportunity Area, to facilitate development of non-profit arts space.

Immediately following this action, the Port Commission adopted Resolution No. 01-13 authorizing and directing Port staff to issue RFPs for the development and lease of the Site for (1) a Mixed Use Project and (2) a Non-Profit Arts Project. The attached Pier 70 Opportunity Area Map indicates the Mixed-Use Project Site (Parcels A-H) and the Non-Profit Arts Project Site (Parcel K).

The RFPs were subsequently issued on March 19, 2001, with Proposals due June 26, 2001. Notice of issuance of the RFPs was provided through publications in various local and nationally circulated newspapers and other publications, and by mail to a listing the Port staff maintain of interested parties and to a Human Rights Commission listing of certified business enterprises in relevant professions. Port staff conducted a pre-submittal meeting and site visit on April 4, 2001 for interested parties, and distributed about 200 RFPs prior to the June 26, 2001 RFP response deadline.

SUMMARY OF PROPOSALS

Two proposals were submitted by the June 26th response deadline. The respondents to the Mixed-Use Project RFP and the Non-Profit Arts Project RFP, including the development entity and the development team, and their respective proposals, are summarized in the attached tables.

The AMB Property L.P. submittal includes a proposal for the Mixed Use Site, as required by the RFP, and an Optional Submittal (as per Mixed Use Project RFP page 46) for an expanded site that also includes the Arts Site (the "Arts Site Option"). Their proposal accommodates the Arts Project sought in the Arts Project RFP in a 143,100 gross square foot building on the east side of Illinois Street between 18th and 19th Street, and within a penthouse auditorium in the former Administration Building (Building 101) at the corner of 20th and Illinois Streets

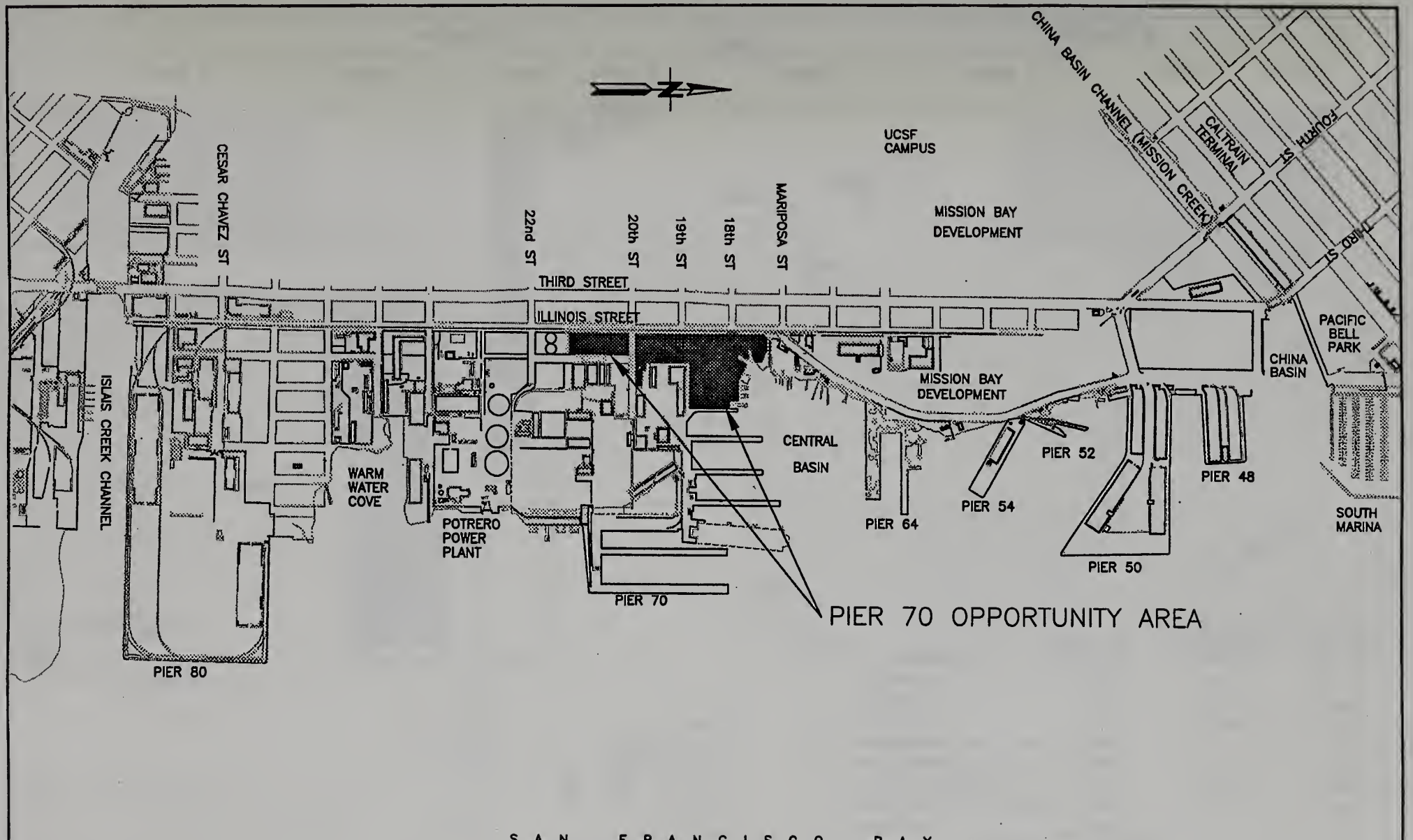
The SFAFC submittal includes a proposal for the Arts Site, as required by the RFP, and an Optional Submittal (as per Arts Project RFP page 43) for an expanded or otherwise modified area that includes a portion of the Mixed Use Site (the "Modified Site Option"). The modification expands the site area by incorporating an 80'x200' portion of the adjoining Parcel H (RFP Figure 3), increasing the site area from 67,400 to 83,400 square feet and increasing the building size from approximately 213,745 to 267,840 gross square feet. The arts building would have three stories with high ceilings along Illinois Street in both proposals, about 50 feet in height within a 40-X Height and Bulk District. The submittal states that compliance with the 40-X District without reducing the desired square footage described in the Modified Site Option would require all of Parcel H, for a total site size of 107,400 square feet.

PROPOSED SCHEDULE

Port staff, with the assistance of an independent consultant team led by Economics Research Associates, Inc., will be evaluating the proposals during the remainder of this month and early August. The goal is to recommend to the Port Commission a Respondent for exclusive negotiations for the Mixed Use Project and a Respondent for exclusive negotiations for the Non-Profit Arts Project at the Commission's public hearing on August 28, 2001.

Prepared by Alec Bash, AICP and Kari Kilstrom, AICP
Project Managers, Pier 70 Mixed Use Opportunity Area

Attachments:
RFP Figure 2—Central Waterfront
RFP Figure 3—Pier 70 Opportunity Area
Mixed Use Project Response—Mixed Use Site & Optional Submittal for the Expanded Arts Site
Table A—Development Team and Proposal in Response to Mixed Use Project RFP
Arts Project RFP Response
Table B—Development Team and Proposal in Response to Non-Profit Arts Project RFP



APPROVED BY SAN FRANCISCO PORT COMMISSION DATE _____ _____ CHIEF HARBOR ENGINEER	SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING	FIGURE 2 CENTRAL WATERFRONT	DRAWN BY: ECC CHECKED BY: A. BASH DRAWING NO. DATE: FEB 28, 2001 SCALE: NONE SHEET NO. OF SHEETS

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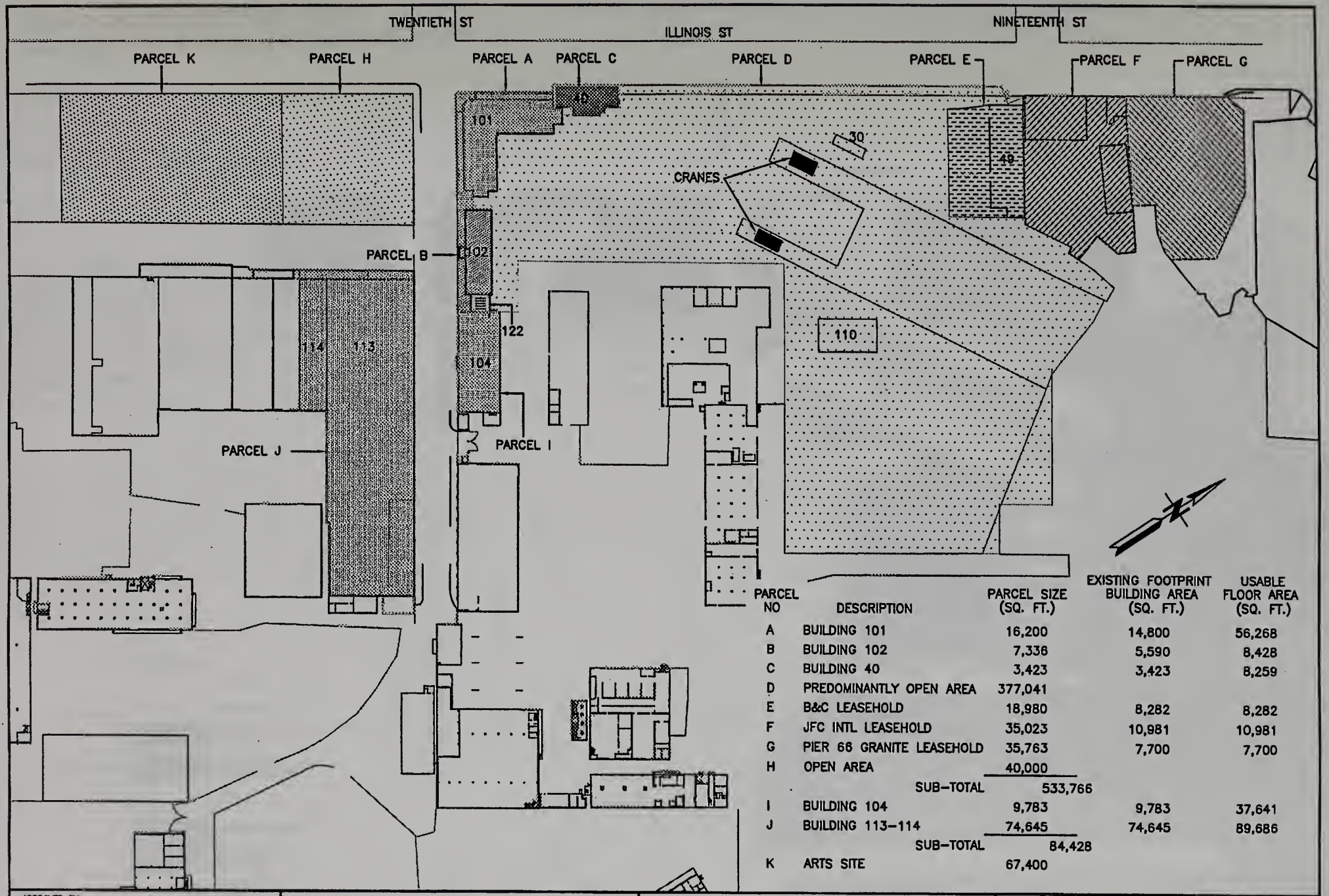

PARCEL NO	DESCRIPTION	PARCEL SIZE (SQ. FT.)	EXISTING FOOTPRINT BUILDING AREA (SQ. FT.)	USABLE FLOOR AREA (SQ. FT.)
A	BUILDING 101	16,200	14,800	56,268
B	BUILDING 102	7,336	5,590	8,428
C	BUILDING 40	3,423	3,423	8,259
D	PREDOMINANTLY OPEN AREA	377,041		
E	B&C LEASEHOLD	18,980	8,282	8,282
F	JFC INTL LEASEHOLD	35,023	10,981	10,981
G	PIER 66 GRANITE LEASEHOLD	35,763	7,700	7,700
H	OPEN AREA	40,000		
	SUB-TOTAL	533,766		
I	BUILDING 104	9,783	9,783	37,641
J	BUILDING 113-114	74,645	74,645	89,686
	SUB-TOTAL	84,428		
K	ARTS SITE	67,400		

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE _____
_____
CHIEF HARBOR ENGINEER

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

FIGURE 3
PIER 70 OPPORTUNITY AREA
& BUILDINGS POTENTIALLY ELIGIBLE
INDIVIDUALLY FOR NATIONAL REGISTER

DRAWN BY	DATE: FEB 28, 2001
CHECKED BY: A. BASH	SCALE: 1" = 200'
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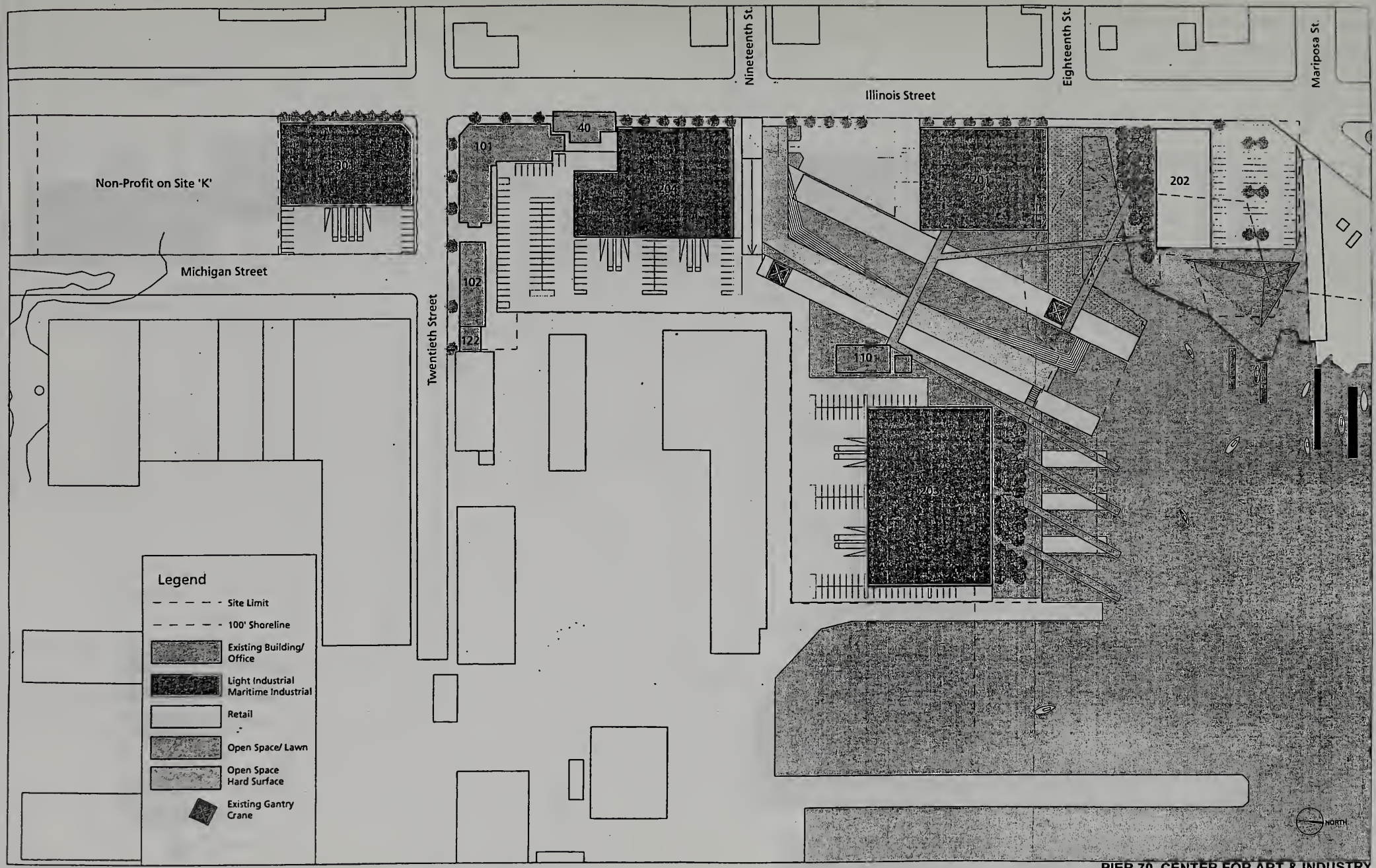
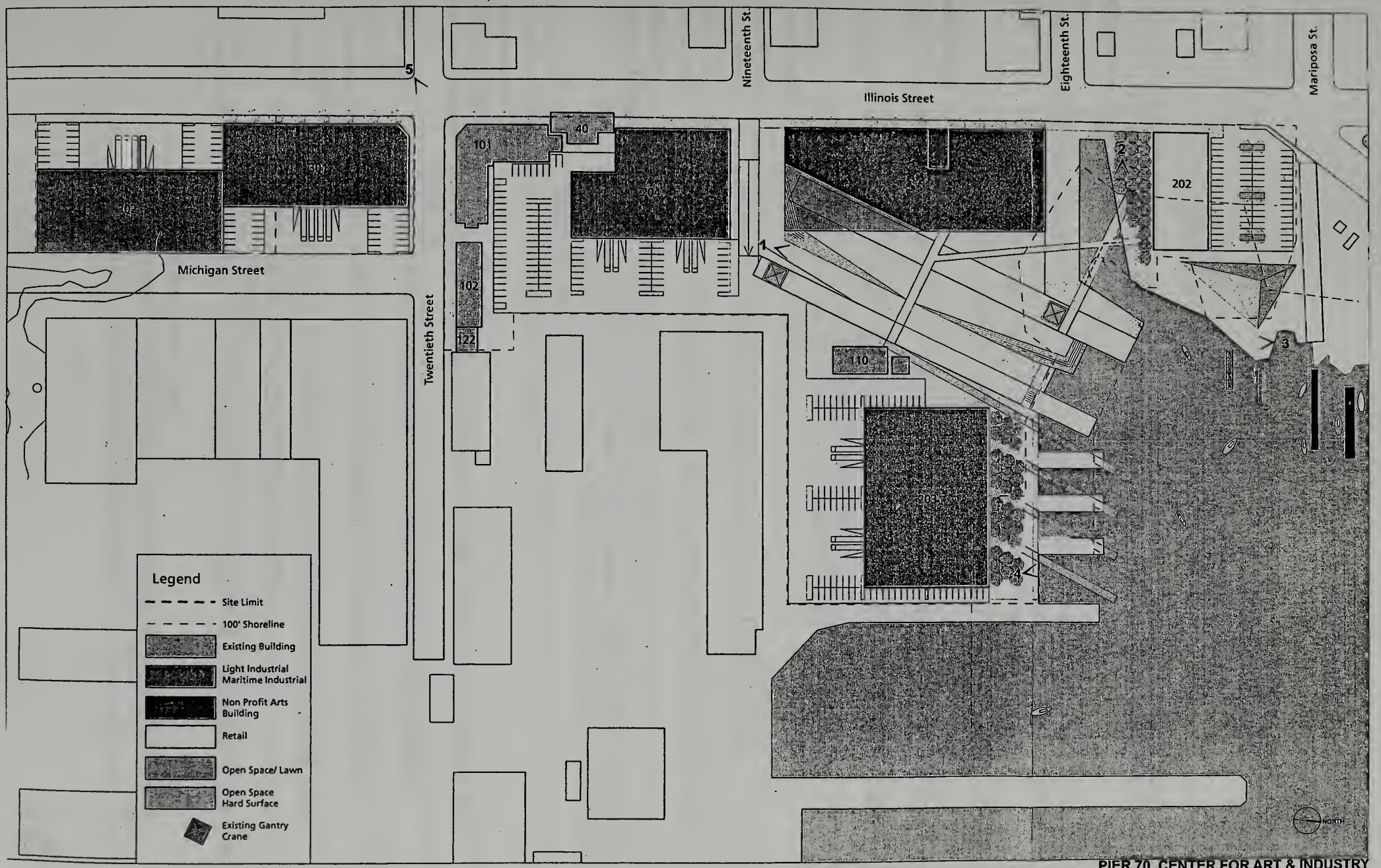
MIXED USE PROJECT RESPONSE
AMB Property L.P. proposal for the Mixed Use Site



PIER 70, CENTER FOR ART & INDUSTRY
-ALTERNATE PROPOSAL- MIXED USE SITE ONLY
USE PLAN

MIXED USE PROJECT RESPONSE
AMB Property L.P. proposal for the Optional Submittal for the expanded Arts Site



PIER 70, CENTER FOR ART & INDUSTRY
SITE PLAN

TABLE A MIXED USE PROJECT RFP RESPONSE DEVELOPMENT TEAM AND PROPOSAL	
Development Entity:	**AMB Property, L.P., a joint venture between AMB and AIG Global Real Estate Investment Corporation**
Developer:	Joint Venture: AMB Property Corporation and AIG Global Real Estate Investment Corporation, a subsidiary of American International Group (AIG) Developer: AMB Property Corporation, Luis Belmonte, Bill Marino, Janice Thacher
Development Team:	
• Legal Counsel	Sheppard, Mullin, Richter & Hampton: Robert Thompson, Michael Wilmar, Lori Wider
• Architect	Simon Martin-Vegue Winkelstein Moris: Karen Alschuler, Dan Cheetham, Evan Rose, Cathy Simon, Judy van Soldt
• Historic Preservation Architects	Page & Turnbull: Frederic Knapp, Charles Hall Page, John Turnbull, Christopher verPlanck
• Landscape Architect	Hargreaves Associates: George Hargreaves, Mary Catherine Jones
• Structural Engineers	Rutherford & Chekene: Donald Miller, Richard Niewiarowski, Noelle Yuen
• Marine Engineers	Moffatt & Nichol: James Brady, Dilip Trivedi
• Soils Engineers	Treadwell & Rollo: Peter Cusack, John Gouchon, Jeffrey Ludlow, Christopher Ridley, Richard Rodgers, Frank J. Rollo, Frank L. Rollo, Philip Smith, Donald Treadwell, Hadi Yap
• Environmental Insurance & Risk Management	AIG Environmental, subsidiary of AIG
• Project Manager	Primus Industries, Inc.: Todd Clayter, James Jefferson, Kim Wilhelm, Xiao Hua Ye
• Community Outreach	Alfred Williams Consultancy, LLC, Carlyle Johnston, Alfred Williams
• Environmental Impact Report	Public Affairs Management: Mary Bean, Scott Steinwert, Kay Wilson
• Contractor	Nibbi Brothers, Inc., John Kugler, Frank Martinez, Joseph Mazzetti, Larry Nibbi, Robert Nibbi, Len Vetrone, John Zordani
• Historian	Nancy Olmstead
• Management & Operations	AMB responsible for operation of Pier 70; operation & management structured around: • Industrial Space: AMB • Open Space & Public Areas: AMB to contract for on-site maintenance staff, Bay Access involved in boat access areas

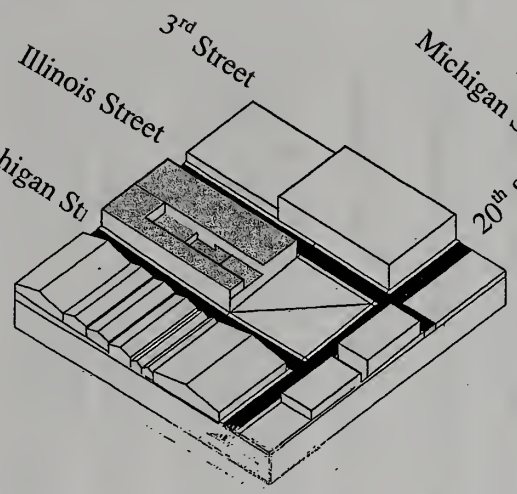
• Management & Operations (cont.)	• Non-Profit Arts & Community Project: AMB responsible for management, non-profit tenants responsible for day-to-day operations of arts space • Office Space in Building 101: Preliminary discussions with Mark Buell & Jeremy Kidson re renovation, leasing, management and ongoing operation
• Lead Negotiator	Luis Belmonte, assisted by Janice Thacher and Bill Marino

The proposal is summarized in the following table. Note that the financial projections included in this table are based upon the proposal and other materials submitted by the respondent.

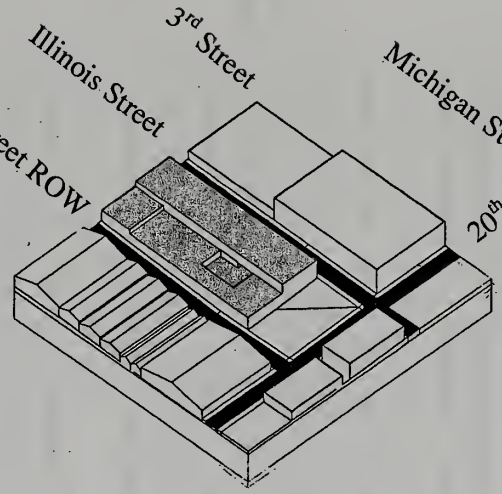
Respondent's Project Concept	....a mixed use development that focuses on the historic renovation of key buildings, the development of a non-profit arts and community space...and additional light assembly and distribution space to help maintain an industrial base in San Francisco, and the opening of the shoreline for public access and recreational watercraft....arts building and its connection with a major new open space will create a new cultural center for the entire region
Development Program:	
• 4 Light Industrial Buildings (includes 10% Office)	Mixed Use Site: 166,100 gross square feet (sf) in Mixed Use and Arts Sites (Optional Submittal): 146,900 gross sf
• Office Building (Building 101)	56,000 gross sf
• Non-Profit Arts & Community Building	Mixed Use Site: 0 gross sf Mixed Use and Arts Sites (Optional Submittal): 143,100 gross sf
• Retail Building	14,000 gross sf
• Boathouse, Restroom & Storage	3,200 gross sf
• Powerhouse	8,400 gross sf
• Parking Spaces	Mixed Use Site: __ stalls Mixed Use and Arts Sites (Optional Submittal): 283 stalls
• Open Space/Public Access	Approximately 6 acres
• Total Building Square Footage	Mixed Use Site: 215,300 gross sf Mixed Use and Arts Sites (Optional Submittal): 371,600 gross sf
Respondent's Financial Proposal/Lease Terms:	
• Initial Guaranteed Annual Base Rent	None during 1st 5 years of operation. Thereafter, beginning in 2011, 75% of average rent paid to Port during 1st 5 years
• Base Rent Adjustments	10%-20% every 5 years depending upon Bay Area CPI
• Participation Rent	50% of net income after AMB has received 11% return on its cost
• Participation Rent Adjustments	None
• Rent During Construction	One time payment, to be negotiated
• Lease Term	65 years
• Port's Participation in sale or refinancing proceeds	Port may elect to participate in sale or assignment in exchange for foregoing 50% participation in net income feature
• Historic Preservation Tax Credits	At this time, anticipate seeking for Building 101
• Tenant Relocation	Port to relocate existing tenants; AMB will negotiate in good faith with JFC and Nikko Fish Company for new lease
Respondent's Projected Project Costs:	

• Hard Costs (Including tenant improvement allowance and contingency)	Mixed Use Site: $37,839,000 Mixed Use and Arts Sites (Optional Submittal): $57,913,000 (Arts & Community Building, $23,531,000)
• Soft Costs	Mixed Use Site: $6,949,000 Mixed Use and Arts Sites (Optional Submittal): $8,421,000 (Arts & Community Building, $3,307,000)
• Total Hard and Soft Costs	Mixed Use Site: $44,787,000 Mixed Use and Arts Sites (Optional Submittal): $66,334,000 (Arts & Community Building, $26,838,000)
• Development Period Financial Costs	Mixed Use Site: $5,328,000 Mixed Use and Arts Sites (Optional Submittal): $7,778,000
• Total Development Costs	Mixed Use Site: $50,115,000 Mixed Use and Arts Sites (Optional Submittal): $74,112,000
Funding:	
• Historic Tax Credits	No estimate provided
• Mortgage Debt	None planned/to be determined
• Equity	100% planned/to be determined
Schedule:	
• Start Construction	January 2003
• Complete Construction	June 2004
• First Year Stabilized Operations	June 2005
Respondent's Projected Rent and Estimated Participation Income to Port:	
• Years 2001-2020 total rent to Port (Base Rent plus Participation Rent) in first 20 years	Mixed Use Site: $19,215,000 ($1,801,000 from 2001-2010) Mixed Use and Arts Sites (Optional Submittal): $7,566,000 (none from 2001-2010, all Participation Rent thereafter)
• Net Present Value of 23 years Port Rent (includes Years 2021-2023)	Mixed Use Site: $2,102,000 Mixed Use and Arts Sites (Optional Submittal): $6,076,000
• Participation in Historic Tax Credits	None

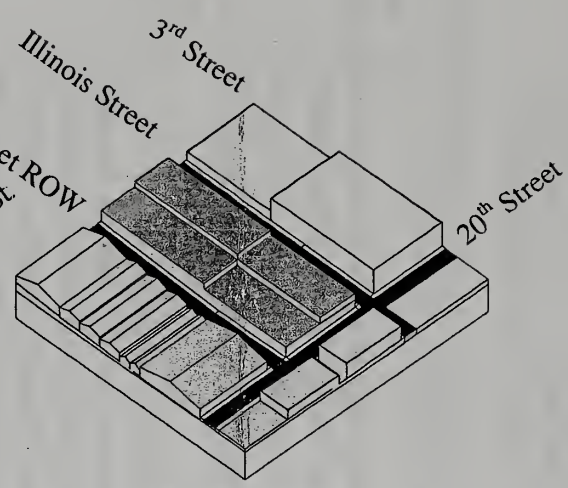
E.1 Architectural Plans



SFAFC proposal for the Arts Site



SFAFC proposal for the Optional Submittal for the expanded Modified Site Option



Fully-Compliant Envelope

Zoning Envelope Diagrams

TABLE B NON-PROFIT ARTS PROJECT RFP RESPONSE DEVELOPMENT TEAM AND PROPOSAL	
Development Entity:	San Francisco Arts Future Consortium, LLC (pending)
Developer:	Managing Member, San Francisco Arts Future Consortium Fee Developer: Wilson Equity Office & Wilson Meany: Tom Sullivan, Chris Meany, Jon Knorpp, Adam Chall, Muhammad Nadhiri
Development Team:	
• Participating Arts Groups, Signatories to Proposal	Center for the Book: Mary Austin, Kathleen Burch Dancers' Group: Tanya Calamoneri Joe Goode Performance group: Mary Jane Eisenberg Lorraine Hansberry Theatre: Quentin Easter New Langton Arts: Susan Miller Other Minds: Charles Amirkanian San Francisco Art Institute: Ella King Torrey San Francisco Camerawork: Marnie Gillett San Francisco Jazz: Randall Kline San Francisco Shakespeare Festival: Charles McCue
• Legal Counsel	Farella Braun + Martel LLP: Mary Murphy
• Project Consultant	Smith/McGee/Huss: Curtis Smith
• Fundraising Consultant	Fitzgerald & Graves: Rebecca Ross, Gail Ginder, Robert Glavin, Christopher Hest, Susan Martin, Carol Pollock
• Design Architect	Hodgetts+Fung Design Associates: Craig Hodgetts, Hsin-Ming Fung, Ron Calvo, Matias Creimer
• Executive Architect	Gordon H. Chong and Partners: Gordon Chong, Brian Shiles, Sam Nunes, Michael Wilson, Pauline Souza
• Structural Engineer	Structural Design Engineers: Rajendra Sahai, John Laws, Steven Lepisto
• Electrical Engineer	Silverman & Light, Charles Silverman
• Mechanical Engineer	Mazzetti and Associates: John Pappas
• Environmental	Erler & Kalinowski, Inc: Michelle Kriegman King
• Contractor	Webcor Builders: Andrew Ball, Richard Lamb
• Management & Operations	San Francisco Arts Future Consortium
• Representatives of pending LLC	Smith/Magee/Huss: Curtis Smith San Francisco Art Institute
• Lead Negotiators	Tom Sullivan, Chris Meany, subject to Board approval

The proposal is summarized in the following table. Note that the financial projections included in this table are based upon the proposal and other materials submitted by Respondent.

Respondent's Project Concept	.... conceived as a permanent home for ten arts organizations... at least initially, only Consortium members will be occupants, as there is more than sufficient demand on their part to fill the building....fundamental concept and mission is to develop a Center that will contribute significantly to retaining and enhancing arts uses in San Francisco, and expanding opportunities for community participation in the arts.
Development Program, Arts Site:	
Total Building, including common areas	213,745 gross square feet (sf) (detailed breakout not yet available for building uses or occupancies)
Parking	If deemed necessary, would seek a mutually acceptable shared parking agreement with Mixed Use Project developer
Development Program, Expanded Site Option:	
Building Uses	
• Artists Studios	88,000 sf
• Rehearsal Spaces	9,850 sf
• Gallery Spaces	14,900 sf
• Scenery Shops	20,400 sf
• Teaching Spaces	22,000 sf
• Administrative	22,600 sf
• Performance Spaces	9,300 sf
• Storage Spaces	7,550 sf
A. Subtotal	*194,600 sf*
• Plaza & Terrace Space	27,800 sf
B. Subtotal	*222,400*
Total Building, inc. common areas	267,840 gross sf
Parking	Same as for Arts Site, above
Member Occupancies, Expanded Site Option (does not include Plaza/Terrace or common areas):	
Center for the Book	5,230 sf, 3%
Dancer's Group	4,525 sf, 2%
Joe Goode Performance Group	6,150 sf, 3%
Lorraine Hansberry Theater	14,100 sf, 7%
New Langton Arts	6,750 sf, 4%
Other Minds	2,050 sf, 1%
San Francisco Art Institute	116,450 sf, 61%
San Francisco Camerawork	6,350 sf, 3%
San Francisco Jazz Organization	13,005 sf, 6-7%
San Francisco Shakespeare Festival	18,000 sf, 9%
Subtotal	192,610 sf
Respondent's Financial Proposal and Lease Terms:	
Initial Guaranteed Base Rent	Arts Site: $13,480/month Expanded Site Option: $16,680/month
Base Rent	1.5% annual rent increase applied every 4 years

Adjustments	
Percentage Rent	50% of any profits if excess proceeds generated by subleases to non-amenity for-profit organizations (no such space allocated under Scheme C; a certain amount of such space may possibly be created under Scheme D)
Percentage Rent Adjustments	Periodic adjustments Negotiable percentage rent on any for-profit retail or restaurant
Rent During Construction	none
Lease Term	66 years
Port's Participation in sale or refinancing proceeds	In event of disposition, 50% of proceeds greater than development costs plus current & future capital improvements, inflated at 8% annually to reflect below-market cost rate return on Consortium capital
Other	Port to convey leasehold interest without any tenants in place or having leasehold interests
Hazardous Materials, etc.	Any extraordinary costs associated with conditions customarily landlord's responsibility (e.g. hazardous materials) returned as rent credits (assumptions predicated on customary conditions & delivery of buildable lot)
Subleases	Each Member to have standard sublease with authority & responsibility for use & design of own space, with use expectations based on Center's mission included in sublease. Standard sublease form approved as part of ground lease and not require further Port consent, nor would replacement subleases or sub-subleases to other non-profit arts organization satisfying use provisions. Other subleases greater than 10,000 sf would require Port's review & approval.

Respondent's Projected Project Costs:	
• Hard Costs (including Contingency & Tenant Improvements with architectural allowance)	Arts Site: $36,259,303 Expanded Site Option: $40,199,720
• Soft Costs	Arts Site: $9,683,797 Expanded Site Option: $10,374,808
• Contingency	Arts Site: $3,727,500 Expanded Site Option: $4,100,637
• Total Development Costs	Arts Site: $49,700,000 Expanded Site Option: $54,700,000
Funding:	
• Debt Service	Arts Site: $12,495,600 Scheme C Expanded Site Option: $13,750,165
• Fundraising	Arts Site: $49,670,600 Expanded Site Option: $54,775,165
Schedule:	
• Start Construction	8/1/2003
• Complete Construction	9/30/2004
• Stabilization	9/30/2004
• Occupancy	10/1/2004

Respondent's Projected Rent and Estimated Participation Income to Port:	
• Years 1-20 (2001-2020 total rent to Port (Base Rent; no Percentage Rent projected)	Arts Site: $2,731,993 ($1,028,056 in first ten years) Expanded Site Option: $3,390,441 ($1,272,106 in first ten years)
• Estimated Potential Participation in Sale, Transfer or Refinance	None assumed

DOCUMENTS DEPT.

JUL 19 2001

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SAN FRANCISCO
PORT COMMISSION

JULY 10, 2001
MINUTES OF THE REGULAR MEETING

MEMBERS, PORT COMMISSION

HON. KIMBERLY BRANDON, PRESIDENT
HON. BRIAN McWILLIAMS, VICE PRESIDENT
HON. DENISE McCARTHY
HON. MICHAEL HARDEMAN
HON. PIUS LEE

DOUGLAS F. WONG, EXECUTIVE DIRECTOR

CITY & COUNTY OF SAN FRANCISCO
PORT COMMISSION

MINUTES OF THE REGULAR MEETING
JULY 10, 2001

1. ROLL CALL

Commission President Kimberly Brandon called the meeting to order at 4:04 p.m. The following Commissioners were present: Kimberly Brandon, Brian McWilliams, Denise McCarthy, Michael Hardeman and Pius Lee.

2. APPROVAL OF MINUTES - June 26, 2001 Regular Meeting

ACTION: Commissioner McWilliams moved approval; Commissioner Lee seconded the motion. All of the Commissioners were in favor. The minutes of the June 26, 2001 meeting were adopted.

3. EXECUTIVE

A. Executive Director's Report:

- Status Report on the preparation for Harry Bridges 100th Anniversary Parade and Plaza Dedication Ceremony on July 28, 2001.

  The Harry Bridges Plaza dedication event is scheduled on July 28th. The ILWU Local 10 in conjunction with the Bay Area Longshoreman's Memorial Association and the ILWU Pensioner's Club will sponsor a parade and rally to celebrate the 100th memorial birthday of Harry Bridges. The Mayor will preside over a naming ceremony at the Music Concourse Park located at Steuart and Market Streets beginning at 9:00 am. There will be a ribbon cutting ceremony officially naming the plaza in front of the Ferry Building Harry Bridges Plaza. The parade will convene at 10:00 a.m. at the Music Concourse and proceed on the Embarcadero turning at North Point and end in a rally and celebration at the Local 10 Union Hall located at 400 North Point Street

  Commissioner McWilliams thanked Port staff for their help and support in coordinating the work with other City agencies. The ILWU and the labor communities are planning on a spectacular event which include food and entertainment. He invited the public to join in the celebration. The next phase of the project would be to seek funding for and design an appropriate monument to memorialize the history of workers in the City and the history of what happened on the San Francisco waterfront. He thanked Mr. Wong and Port staff for making it happen.

- Fourth of July Celebration on the Waterfront.
  For the past 44 years, the San Francisco Chronicle has presented the annual 4th of July festival of music and fireworks. This year the free family event was presented for the first time by the City and County of San Francisco and the Fisherman's Wharf Merchants. From 11:00 a.m. to 9:00 p.m., the Northern California band and San Francisco street artists performed throughout on stages at Pier 39, Ghirardelli Square, the Cannery, and the Anchorage. The fireworks extravaganza filled the sky between 9:30 p.m. and 10:00 p.m. when more than 4,000 firework shells illuminated the San Francisco Bay from the Muni Pier at Aquatic Park and mid-bay between Fisherman's Wharf and Pier 39. An estimated 250,000 people attended the event.

4. PLANNING & DEVELOPMENT

A. Request for approval of locations for Public Service Kiosks by JCDecaux San Francisco Inc. along The Embarcadero between Bay Street and Bryant Street. (Resolution No. 01-53 to 01-56)

Ms. Kari Kilstrom, Planning & Development, presented the item and requested Commission's approval.

Commissioner McWilliams inquired if staff received any other letters of opposition aside from the Rincon Tenants Association. Ms. Kilstrom replied there were no other correspondence received.

Joe Nootbar, Wilson Equity Office, indicated that the Gap is excited to bring this world-class park to the waterfront. This is the last step in the sequence of events that needed to happen. The Gap is now prepared to put the process in motion with the Redevelopment Agency and to secure the building permit to allow construction to begin in a timely manner. Working with the CAC was a positive experience. Not only did they come up with a better park design but also better locations for the kiosks. It was a process well worth going through and time well spent.

Jeffrey Leibovitz, Rincon Point South Beach CAC, thanked the Commission for giving them the opportunity to work with Port staff, Redevelopment Agency and the Gap regarding this matter. He commended the Commission for recognizing that citizen involvement is critical to the process. The park would be an exciting addition to the waterfront. He thanked Port staff for working diligently with them to find a solution and find better locations for the kiosks. He also thanked the Gap for their patience during this process.

ACTION: Commissioner Hardeman moved approval; Commissioner McWilliams seconded the motion. All of the Commissioners were in favor; Resolution Nos. 01-53 to 01-56 were adopted.

B. Request for authorization to enter into a contract modification to add $120,000 to the Port's contract with the consultant team led by Economics & Planning Systems, Inc. for additional assistance negotiating the development agreement and lease and conducting project review for the Bryant Street Pier Project. (Resolution No. 01-57)

Mr. Byron Rhett, Director of Planning & Development, presented the item and requested Commission's approval.

ACTION: Commissioner Hardeman moved approval; Commissioner McCarthy seconded the motion. All of the Commissioners were in favor; Resolution Nos. 01-57 was adopted.

C. Request for approval of amendments to the Waterfront Land Use Plan, Waterfront Design & Access Element. (Resolution No. 01-58)

Dan Hodapp, Planning & Development, presented the item and requested Commission's approval.

Commissioner McCarthy commented that the interpretive signage program turned out fabulous; she asked who designed the mass form. Mr. Hodapp replied that staff developed the signage program; the main content was done in house. Staff hired a consultant to do the mass and graphic design and specifications for production.

ACTION: Commissioner Lee moved approval; Commissioner McCarthy seconded the motion. All of the Commissioners were in favor; Resolution Nos. 01-58 was adopted.

D. Informational presentation on the proposals submitted in response to the Requests for Proposals for a Mixed-Use Project and a Non-Profit Arts Project, within the Pier 70 Mixed Use Opportunity Area.

Mr. Byron Rhett, Director of Planning & Development, gave a brief introduction of the item and acknowledged Alec Bash and Kari Kilstrom for their work on this project.

Ms. Kari Kilstrom gave a brief background on the project. She indicated that staff is evaluating the proposals with the assistance of an independent consultant team led by Economic Research Associates. Staff intends to recommend to the Commission a respondent for exclusive negotiations for the mixed-use project and a respondent for exclusive negotiations for the arts project at the Commission's hearing on August 28. She introduced the representatives from AMB and the San Francisco Arts Consortium, the respondents to the Pier 70 RFP. She thanked the teams for their readiness and willingness to prepare and make the presentations on a short notice.

Janice Thacher, AMB Properties, indicated that for the past 3- ½ years, she has been working with Port staff on the development of Pier 1. She introduced Luis Belmonte, the Executive Vice President of AMB who heads their development group. Bill Marino will be in charge of their day-to-day development operation at Pier 70.

Architect Dan Cheetham of Simon Martin-Vegue Winkelstein Moris presented their design and design concept. Pier 70 is the oldest industrial neighborhood in San Francisco. Bethlehem Steel is the major user of this site. The shipbuilding during the Spanish-American War, World War I and World War II was of a scale that was unlike anywhere else. Pier 66 & 70, on the turn of the century, had steel fabrication on the

site and also an interesting diversity of neighborhood and uses adjacent to the site. Looking back at the history of the site, one of the most interesting things is the eclectic juxtaposition of diverse culture and people and industrial uses at the water's edge, which is one of the things they are interested in this new proposal. The industrial drama of the site still haunts Pier 70. There are a lot of remnants left.

They have a keen understanding of the past and offer the following proposal within the spirit of the industrial context. They are presenting the mixed-use with the arts components arts option. What they have done in the scheme is to promote an industrial use, which is in keeping of what's there. It's a good neighbor for the existing drydock operation as well as a co-tenant with Dogpatch and Potrero Hill residents. On the south side of 20th Street, they took advantage of the two different levels; one is Illinois Street which is 12 feet above Michigan Street. There would be a high building which is accessed via Illinois Street and a lower building which is accessed via Michigan Street. The building would be lower in height to protect the view of the historic buildings that they hope would be part of the future development at Pier 70. This proposal aims to rehabilitate the historic significant buildings, the Bethlehem Steel Building and the Pump House. They would also like to convert a small building into a public boathouse for kayaking, rafting and such. Two of the buildings would be converted into industrial buildings. The arts component would be located between 18th and 19th Street. There's potential synergy with a brand new open space. At the very north part of the site, there would be some light commercial retail that is not destination retail but retail that supports the users of the site and the dogpatch area residents.

Pier 70 is characterized by its historic elements and their plan uses those elements and elevates them into a more public purpose. They would like to rehabilitate the buildings. They would also like to rehabilitate the gantry crane and move it down at the end of 18th Street which would serve as a visual icon for that opening into the site. It is an icon that announces what is the essential second goal of their plan, which is to create a new premier public open space for San Francisco and the waterfront. The arts component is located at 18th Street because of the great synergy between those uses and the outdoor space with performance spaces, sculptures and etc. The third component is to open up access from the neighborhood and residents to the waterfront, which currently does not exist. They would like to use the historic fence in some fashion within this open space of found industrial element to allow people access to come down to the waterfront. This new waterfront experience would link the north with the Mission Bay, waterfront and as the rest of Pier 70 becomes available, will also continue southward. They feel it is important to be a good neighbor not only to the existing drydock operation, to the dogpatch and Potrero residents but also to the future Mission Bay development and recreational users of the site. They are proposing to add truck access along 19th Street so not to create more congestion on 20th Street. They envision 20th as a potential pedestrian street as the heart of the Pier 70 complex. They have also added new boat slips and access for watercraft. He showed the Commission renderings of their proposal: the entrance into Pier 70; the old Bethlehem Steel project; the pump house which gets rehabilitated and in the future, they see their plan fitting in with a much larger idea i.e. 20th Street is the home of Pier 70 bounded by the beautiful historic buildings that get redeveloped and turned into a vibrant use for San Franciscans and site users alike.

Mary Margaret Jones, Hargreaves and Associates, indicated that they were intrigued with retaining the industrial remnants of the site and expressing them, not just in the buildings but the site architecture as well. They have retained the concrete piers that support the assembly platforms at the east edge of the site. Those concrete piers can create pockets in which they can create areas of marsh and bay tidal landscapes and add a series of wood piers that traverse those spaces so there would be dramatic views back to the City. The cranes are the icons of the site and they become features in the landscape. They retained concrete edges, the exposed infrastructure of the site are used to create a series of recreational spaces that is not a complete oblivious ignorance of the site's character, instead it reveals the site's character and the historic nature of the site. From 18th Street, the plaza exposes that view so that as you enter the site from 18th Street you have a view of the bay and the view of the cranes. They have increased that exposure of the bay by bringing water closer to the Illinois Street either actually or perceptually whichever they can actually achieved and created a plaza and café and an urbane space, a place to hang out which this connects to the existing park system to the north. The industrial core of the site which is the most dramatic feature of the site is the slip and they connect that to 19th Street so one will enter the site from 19th Street and slope into the site and emerged onto the ramp. The three dimensional tilt to the ramp creates an amphitheater-like atmosphere so that there are terraces and sloped lawn to sit on so performances could actually occur in this amphitheater to the San Francisco Bay at its industrial edge.

Luis Belmonte indicated that the Commission and Port staff are engaged in a historic endeavor. The Port is in the process of transforming the waterfront from a civic, economic and aesthetic perspective and AMB feels privilege to be a part of the process. It is a very important endeavor. In his view, the keys to success for that endeavor are as follows: (1) Economic viability. If we do not have projects that work, there will be trouble; either they won't get built or they would get built in an inappropriate fashion and/or the taxpayers will end up supporting them on an ongoing basis. The project has to work economically. (2) There has to be sensitivity to community concerns, the community in general and the immediate community around the project; (3) Pick teams who have the skills set to get the job done. (4) Ability to mobilize the resources to get the job done. You have to be able to raise the money to build the building. They have addressed the criteria by first proposing an industrial project. They think it is an appropriate and proven market. There are plenty of users for this space. They would be able to accommodate users who were displaced by other redevelopment along the waterfront. Secondly, they are enthusiastic about the non-profit component. This is a great place for the arts community. They would be a good neighbor to the uses that are there and the neighborhood. They can accommodate the arts and do so in an affordable fashion without great subsidy. They have spent a lot of time listening to the neighborhood. They met with all the adjoining property owners with the interested parties in the area, with the residents of dogpatch and they have listened to the concerns that were expressed by all and they have attempted as best they can to incorporate those concerns into their proposal. They have a proven track record. In terms of mobilizing resources, these are very complicated transactions because there is a ground lease, hazardous materials, title issues, multitude of regulatory issues; it is very difficult to mobilize money to do this kind of project. In the case of this project, they literally have no third party financing until about three

weeks ago. They did not have to go to a bank to secure a loan. With their balance sheet resources, they were able to execute the project, produce the income stream, solve the problems and take the financing package out to the market, which is a very important consideration in terms of getting things done along the waterfront. They are completely flexible with respect to the non-profit component. They have a good plan and they are not in competition with anybody. They simply laid out their ideas. They will be a good neighbor, if they are expected to be a neighbor. They will build a good building for the non-profit community and lease space to them at affordable rates. They plan would be to have a multi-tenant building and have a multiplicity of users and once they filled it up, to form a self-governing body and allow the occupants of the building to govern the building themselves except for the incidental payment of rent. They have a good plan for the arts community.

Commissioner McWilliams expressed his concern related to the architect's vision. This is an industrial area and will continue to be. This area is next to a shipyard and next to another proposal for consideration for a recycle operation. There will be trucks and there will be a number of ongoing industrial applications. His concern is that something is created here that will ultimately cause pressure to push those kinds of operations out. The architect's concept talked about using 20th Street as a pedestrian street. The renderings do not seem to accommodate those existing and future uses. The concept is great but the reality of the industrial jobs that are there that create livelihood for workers of the City that enable people to live and stay here is very important. It concerns him that the architect's concept does not fit in with that.

Luis Belmonte replied that this is an industrial project and they are an industrial company. They own and/or manage 93 million feet of industrial buildings throughout the United States. The reason there are some components of this project that are not industrial is because they were asked to address the issue of non-profit, the issue of open space, the issue of neighborhood concerns and historical preservation. Some buildings are being preserved because they are historical in nature and would have to be preserved in any event and they are not industrial buildings. They will go to another use and they will not be part of the base project. There is a small component of retail in the project because they think it is appropriate. They would like to accommodate the people that are currently there. They are attempting to address the open space issue and coordinate that with the non-profit component. The rest of the project, however, is industrial.

Commissioner Brandon asked about examples of industrial activities in the area. Mr. Belmonte replied that it would be light industrial since there's not enough space for heavy distribution use. There won't be many 53 ft. trucks but mostly bobtails, some fabricators and some of the current tenants on the waterfront. People who are servicing the office buildings and the hotels. There's a model shop that build models for projects. There will be speculative buildings; they will be generic so that they are able to be used by anybody who wants four walls and a roof and a truck stop.

Commissioner Brandon asked what the new buildings would look like. Mr. Belmonte replied that they will be fairly generic, industrial buildings; basically four walls and a roof, just like the ones at China Basin. They will not be as aesthetically pleasing as the older buildings. They will attempt to add a little aesthetic along Illinois Street.

Curtis Smith, on behalf of the San Francisco Arts Future Consortium, thanked the Commission's foresight, commitment and understanding of the project. The Port is providing a truly one-of-a-kind opportunity, something that the Commissioners, the Consortium, AMB and San Francisco can be proud of. It is an opportunity for the Port to help solve a real problem in San Francisco. Arts organizations are at risk; they are losing their spaces They don't have homes. They are being restricted as to the kinds and extent of programs that they can offer to the community. It's an opportunity for the City of San Francisco to maintain and build upon its great history of being a creative place, to expand opportunities for community participation and to bring people to the waterfront. It's the opportunity for arts in San Francisco to grow, to thrive and to contribute to the community, to visitors, local businesses and to other art groups and artists. Most importantly, it's an opportunity for the consortium of ten non-profit organization communities to fulfill and realize their dream for a stable and long-term space. Their dream is to have a real home. To have a home that has been specially built for their needs. This is a place where art will be made in a working neighborhood. This is an opportunity for artists to be under one roof to interact and take advantage of the synergy. Most importantly, it is a place where these ten groups that represents well over a hundred groups in San Francisco to provide their programs to the diverse audience, to thousands of people in San Francisco that take advantage of their program. For example, San Francisco Shakespeare Festival reaches over 120,000 children each year. He introduced each of the consortium members:

Mary Jane Eisenberg, Managing Director of Joe Goode Performance Group. The group, for over 15 years, has provided support structure for the artistic work of Joe Goode, regarded as one of the nation's premier contemporary choreographers and performance artists. The group provides outreach services, classes, workshops, lectures and demonstrations.

Quentin Easter, Executive Director and co-founder of the Lorraine Hansberry Theatre The Lorraine Hansberry Theatre is the leading African American theatre in the Bay Area. Lorraine Hansberry produces plays by Americas and the world's leading black writers and provides employment and career building opportunities for actors, designers, directors, writers and technicians. It has built one of the most diverse audiences of any theatre group in the region. At Pier 70, Lorraine Hansberry Theatre plan to start a graduate level program to train black theatre technicians. It would be the only training program of its kind in the United States.

Debra Schwartz, Managing Director of the New Langton Arts. New Langton Arts is the oldest operating alternative arts space in the City. New Langton Arts cultivate innovative contemporary art work in visual, in media arts, music performance, literature and interdisciplinary projects. They provide professional support to contemporary artists of diverse economic, social and cultural background.

Charles Amirkanian, Executive and Artistic Director of Other Minds. Other Minds presents the Other Minds Festival and the annual series of 3-day public concerts performed some of the great musicians of our time. Other Minds provides additional service and incubator support to many musicians and groups in and around the Bay Area and will begin to provide live webcast in cooperation with New Langton Arts.

Ella King Torrey, President of the San Francisco Art Institute. For more than one hundred twenty five years, the San Francisco Art Institute has been dedicated in the advancement of contemporary arts and artists. The Institute pursues its mission through its internationally renowned graduate and undergraduate programs and through public programs that include exhibitions, lectures, symposia, and other types of programs. At Pier 70, this would be the new home of its graduate program.

Randall Kline, Executive Director of San Francisco Jazz. SF Jazz was founded in 1983, dedicated to preserving the tradition and encouraging the growth of jazz through presentation and education in the Bay Area. SF Jazz is a presenter of the annual SF Jazz Festival, one of the largest in the country. It has supplemented that festival with the spring season and numerous other series of outdoor concerts and programs.

Toby Levitt, Managing Director of the San Francisco Shakespeare Festival. San Francisco Shakespeare Festival was established to make the works of William Shakespeare accessible to a broad audience. The Shakespeare Festival main platform is free Shakespeare in the Park which began in 1983. It is now one of the major free Shakespeare festivals in the country, performing well over 300 performances and it includes educational programs, Shakespeare camp and midnight Shakespeare.

Diana Gaston, Associate Director of San Francisco Camerawork. SF Camerawork is a 26-year old organization whose purpose is to stimulate dialog, encourage inquiry and communicate ideas about contemporary photography, related technology and a variety of exhibitions, publications, lecture series and educational programs and workshops for artists, organizations and the general public.

The Center for the Book is an educational community center dedicated to promoting knowledge and awareness of the book of arts and their related discipline. They offer public programs, exhibition and classes.

The Dancers Group for nearly 20 years has been a nationally recognized organization that promotes dance in the Bay Area. They offer a diverse range of programs and serve over 20 other groups.

Ella King-Torrey, San Francisco Arts Institute, relayed the vision and context of their proposal. She shared their dream not only a personal dream and the collective dream of these organizations but a dream for the community as a whole. A dream that the Commission had helped to foster in issuing an RFP specifically for non-profit arts group and a dream that the Commission can now implement by accepting and supporting their proposal. The organizations who are participating in the SF Arts Future Consortium represent over 250 years of ongoing contributions to the creative vitality of the Bay Area. In addition to their immediate constituencies, they collectively provide services, space and support to hundreds of other small organizations, groups and individual artists. Additionally, through their education programs, which range from formal master degree programs to school programs to community workshops, they serve thousands of the citizens of San Francisco. Their capacities to do all of this and much more that they would like to do are in jeopardy. San Francisco is in threat of becoming a place where one can see and hear art but not a place where art is made. The creative vitality that has distinguished this City for

centuries and that has significantly informed the new industries and the new economies of the 21st century, that vitality, that essence of San Francisco is being marginalized. The Port has a chance to change that and to secure an exciting future for the central waterfront, for the City and for its citizens. All of the organizations represented here rent space and have experienced or are facing displacement. Their real estate anxieties have not been abated in the recent economic downturn. Many people have asked why in the current economic and real estate reality is the need for arts space still so pressing. While the office market has temporary shifted, they were never in and never aspire to the office market. What the real estate roller coaster of the last few years have thought them is that they need permanent and stable space if they are to continue and to grow their contributions to the creative life of the community. Technology is not going away and the land mass of the peninsula is not growing. They need to secure that space now so they will be here in the future. She sketched what that future could be – for them, for the Port, the neighborhood of Dogpatch and Potrero Hill, and for the citizens of San Francisco. What they propose is a building dedicated to the development of arts. Imagine a building literally pulsing with life. Their building will be 24/7, 365 days a year, active around the clock with the energy of people working and creating work. Their building will be a building of art workers as there have been workers in this neighborhood for decades. They will have workers of many different disciplines, dancers, composers, painters, and sculptures. The building has been designed specifically to encourage exchange and interaction. Waterfronts have historically been places where people of diverse backgrounds have come together exchanging ideas and knowledge. This is also what art is about and what their building will foster. There will be galleries and performance spaces and meeting rooms where the public at large, students and neighbors can come and participate in that exchange. This building will be a cultural hub for the central waterfront but will also be a beating heart of artistic life for the City. Their building will mark the next and an important stage in the southern movement of San Francisco's cultural scene explicitly bridging and connecting the arts of the Yerba Buena Gardens Area with those of Bayview and Hunters Point. There will be a building that resonates with the future of San Francisco's waterfront. Contiguous to the new developments of Mission Bay and the Research Campus of UCSF, their building will be the research and development center for the arts, experimenting, testing, and creating San Francisco's art of tomorrow. Their building will be the product of hard work, great talents and consummate skills. Most importantly, they will be the product of passion and the passionate commitment shared by so many of San Francisco's leaders and citizens to create a space in the community where art starts. They look forward to sharing that passion with the Port.

Chris Meany, Wilson/Meany, indicated that Wilson Equity Office and Wilson Meany are very honored to have been asked to help the SF Arts Future Consortium execute its vision. It's quite unusual for them to participate in a non-profit development. Through their partnership with the Port on the Ferry Building project and other developments in the City, they are major stakeholders in San Francisco and on the waterfront. They know that their existing economic investments depend on the vibrant cultural life that the SF Arts Future Consortium is working to preserve. They will apply all their skills and knowledge to develop the arts center. They found it incredible to see the people from their design and construction community came out to rally behind making the SF Arts Future Consortium vision a reality. Curtis Smith will be coordinating amongst the

various groups of the arts consortium. Their team also includes one of the nation's pre-eminent fundraising consultants based in the Bay Area, Fitzgerald & Graves. Mary Murphy, Land Use Attorney, will be assisting with land use for the project. Craig Hodgetts of Hodgetts & Fung Design Architects, is their design architect and a nationally renowned architect in the development of cultural institutions. They are privileged to team with Gordon Chong and his associates Sam Nunes who would be the executive architects for the project. Because this is a consortium, to make this proposal they had to get more certainty than they would typically do in a proposal. The proposal is actually a design that has taken through the conceptual design process with the help of their general contractor, Webcor, Structural Engineer Raj Sahai of Structural Design Engineers, Charles Silverman of Silverman & Light, and John Pappas of Mazzetti and Associates. Michelle King of Erler & Kalinowski and Richard Rogers of Treadwell and Rollo will handle the environmental issues as well as soil conditions of the site. This team has been working together for months and the consortium supports their proposal. Their proposal is real and they can deliver.

Craig Hodgetts, Hodgetts+Fung Design Associates, indicated that 30 years ago, he was one of the founding deans at the California Institute of the Arts in Los Angeles. It was Walt Disney's dream and it was something which in the ensuing period of time came to be a very significant part of the world's arts community. In this case, they are about to witness the launch of the newly minted arts entity which promises to significantly raise the ante for the arts in San Francisco Bay. It's a new project; it's a new era but they believe that this industrial framework and the kind of situation that is going to be found in the area is going to significantly increase and enhance the role of the artistic community in San Francisco. It's been their privilege to work with Gordon Chong and Partners on this project in order to envision what this might be. They have a real team in place; this is a real project with real clients. It's not a speculative project; it is not one which is looking for users. They have the opportunity to work directly with all the people in the arts group in coming up with a scenario which they would begin to put together in a single place and to enable them to reap the rewards of the artistic synergy which might come of that proximity. They began this process of a series of individual meetings with all of the organizations to establish their programmatic needs. There were in-depth meetings. There were group workshops, a huge amount of sweat went into this. There were lots of discussions to confirm goals. They worked through the adjacent needs and adjust the sizes and the needs of each participating organization to the overall site constraint. This is a 220,000 s.f. project and the RFP calls for 160,000 s.f. There is a considerable shortfall. The proposed site exceeds the current height limit. They developed three schemes one of which conforms to the entire site footprint but because of the density of occupation, it pushes the height above the allowable height limit. On another scheme, they encroached slightly into the adjacent commercial area to the north and they were able to limit the height of the building to allow the artists and students to interact. Because of the bulk of this building and to comply with the height limitation, they found it would be necessary to expand the entire site. They need 24 ft. height ceilings so that a normal building envelope with speculative office constraints won't compress the number of square feet into this area. They have envisioned some of the massing of the building that the studios expressed and the various institutions represented. They expect to have a public space at the center of the complex which would be accessible to the entire public to see ongoing exhibitions of the artist's work, film screenings, dancers in

rehearsal and all of the various activities which will lend great energy to this part of the waterfront. The compressed scheme fitting on a designated site suggests that there would be a wider site to develop. It allows them to have a considerable outdoor space for the installation of sculpture works. The buildings would be industrial in character. It would be festooned with art works, always changing and always accessible to the public.

Curtis Smith indicated that the Commission had a chance to meet their team and the consortium members. They look forward to meeting with the Port in the next month or so and reviewing the details of their proposal.

Commissioner Brandon thanked both teams for their proposal. The Port is fortunate to have AMB and Wilson Equity as partners. The Commission look forward to the process.

Kari Kilstrom introduced Toby Levine, chairwoman of the Pier 70 Advisory Group. She acknowledged Mark Paez, the main liaison with the advisory group for the last year and a half who has done an outstanding job in helping them coordinate their efforts.

Toby Levine, Pier 70 Advisory Group, thanked the Commission for the opportunity to work with the Port on this project. The committee consisted of a diverse group of representatives from the maritime, environmental, business, SPUR, and kayaking communities. They developed the criteria, goals and objectives of the RFP. They were aware of the neighborhoods concerns as well as the different constraints for the site. They will now embark on the evaluation of the proposals in relationship to the criteria, goals and objectives of the RFP and will report back to the Commission in a timely manner. They hope that it will be helpful in the Commission's decision making. She thanked the following Port staff for their support: Rich Hillis, Mark Paez, Alec Bash, Kari Kilstrom, Anne Cook, Diane Oshima, Gerry Roybal and Phil Williamson. Jasper Ruben from the Planning Department has been following the deliberations very carefully and working with the 2001 Neighborhood Projects so that there is very close liaison between Port staff and the Planning Department. She also acknowledged the work of the advisory committee members.

Commissioner Brandon thanked Toby Levine for chairing the committee and the advisory committee for their work on this project.

John deCastro, President of the Potrero Boosters Neighborhood Association, indicated that they have had a number of discussions with AMB regarding their proposal for the Pier 70 Opportunity Site. The boosters have had a great deal of interest in seeing this area developed and improved in a way that would both compliment the existing maritime and industrial uses in the central waterfront area. At the same time, they need to connect their residential neighborhood with the bay. They are excited by the design of the waterfront element, the inclusion of the boating facilities and the planned retention of Nikko Fish Market along with the addition of a small scale retail area. While there is much work to be done, they feel that AMB has demonstrated a very high degree of sympathy with their needs and those of Dogpatch and the industrial users. Their plan does seem to balance all the potentially conflicting aspects into a

cohesive program that will serve the central waterfront well for the years to come. While not prepared to fully endorse their project until it has a mature design, they appreciate their approach and look forward to working with them as they move forward on this project. They encouraged the Port to work toward integrating the arts use and the mixed-use plans so that the project can move forward in an economically sound fashion for all parties.

Mr. deCastro mentioned that the Dogpatch Neighborhood Association was also pleased with the AMB preliminary proposal. They appreciated the elements of the AMB proposal, specifically the compatibility with the current drydock operation, the waterfront park at the north end of the site, the water access and boaters facilities, retail and commercial use, rehabilitation and re-use of buildings 101 and 102, retention of the historic cranes, industrial building heights under 25', reasonable density, and sensitivity to vehicular traffic on 18th & 20th Streets. They have not had the opportunity to review the arts-only RFP and the same is true with the Boosters. Neither one of them has been contacted by their sponsors. They are aware that the final program is usually different from the vision at the beginning of the process. Because of this, they are not able to endorse AMB's proposal at this time. They are, however, pleased with their openness and willingness to work with the community. They have had two meetings with AMB.

Mark Rennie, Sound Safe Inc., indicated that Sound Safe is a California non-profit made up of the former downtown rehearsal studios musicians. There were 400 tenants and approximately 1,000 musicians were evicted from their studios last September in Hunters Point. This eviction garnered national attention to the plight of San Francisco artists and musicians in a then runaway San Francisco real estate market. The goal of Sound Safe is to build a center for live music, dance and music rehearsal studios in San Francisco. They have extracted a $500,000 down payment towards this project from a settlement with the owners of the former downtown rehearsal building. They are excited about the AMB Pier 70 mixed-use proposal and asked the Commission that it be given every fair consideration. As a former member and treasurer of the San Francisco Arts Institute Council, he expressed his support for the San Francisco Arts Institute and for all nonprofit art groups who are attempting to secure long-term, affordable and stable space in San Francisco. He commended the Commission for its attempt to bring art and music to the central waterfront.

Caroline Stechschulte, Director of the San Francisco Art Center Project for Individual Working Artists that the San Francisco Art Center Project is a project of the Tide Center, an international foundation helping new organization get up and running. The Tide is headquartered in the Presidio and their mission is to make the world a better place. Originally, the SF Art Center Project began as grassroots movement of over 300 artists and art patrons. The 3-year old SF Art Center Project's mission is to build and sustain an international art center in San Francisco. The Center's goals are to increase and improve everyone's interest to the art and to provide a uniquely engaging environment where artists work, exhibit, rehearse, perform, teach, and connect business, a place where the art and the public intersect. The SF Center Project's focus now is to help arrange for the inclusion of working artists studio space at Pier 70. The arts element of the master plan of the City & County of San Francisco calls for the recognition and support of the individual working artist and art group, a combination

that is vital to its thriving arts environment. The individual working artists of San Francisco work in our prison system rehabilitating prisoners and our hospitals, building art gardens for recovering patients, work in every school with our children and teach them self esteem and how to problem solve. San Francisco's individual working artists work for the disabled, homeless, battered, the sick, bringing life and creativity and hope to many San Franciscans all the while working on their own work furthering the evolution of art. If there is a subsidy for the arts in San Francisco, the individual working artists deserve to be included. After all, they were the hardest hit during the real estate boom of 2000 where San Francisco saw dismantling of the art community and a mass exodus of its working artists. Arranging for individual artists to work in a common center allows them to build that work, share resources, teach, produce, showcase new work, conduct business, go farther with their own work, thus contributing to the evolution of art and connect with the public through programs like regular open studios and educational workshop. All of this would strengthen the creative and artistic professions in San Francisco thus strengthening the City's creative economy. Individual working artists today in San Francisco are concerned with things like the environment, world peace and sustainability. Who better to have on the shores of the SF Bay than artists who strive to keep San Francisco green, clean, and a progressive place we all know and love. The SF Art Center faces a quandary. They have what sounds like a potential offer of 150,000 s.f. building from AMB which would be built for independent artists and art groups but signing up with AMB puts individual artists in competition with the Art Institute, Camera Work, New Langton and all of the works that working artists are interconnected with. San Francisco's working artists should not be asked to compete with the organizations who acts as their fiscal sponsors nor the groups with whom they share affiliation. In light of the fact that there are bids from only two developers, the SF Art Center respectfully asks the Port to talk to the Mayor, the developers and the art community, uphold the arts element of the master plan of the City and County of San Francisco and help arrange for the inclusion of the independent working artists studio spaces and the exciting new arts center for San Francisco.

Debra Walker, Arts Activist, appreciated the acknowledgement of the importance of the arts and non-profits to San Francisco and including it in the Pier 70 proposal. She has been working for ten years to preserve their space in San Francisco especially over the last five years. She helped negotiate the Sound Safe settlement as they were being evicted. Unfortunately, she has negotiated a lot of settlement as people were evicted. This opportunity to create long-term space to house San Francisco's artists and arts organization needs to happen. There may be a downturn right now but there will be another upturn and the first to go are the artists and the art organizations. Both of these proposals are worth accepting. She hoped that the Commission can find a way to include all of what's been proposed and include individual artists and art organizations that might not be represented here because they can't afford what's been offered financially. Arts organizations have a very hard time competing with the commercial real estate market. This opportunity for secure space that is partially subsidized and offers a long-term commitment is something special. She hoped that there's a way to include all of these ideas into one and create the space for all of them.

Paul Nixon, Bay Access, indicated that they travel in the bay waters in kayaks and outrigger canoes. They launch from Crissy Field and Aquatic Park. He was pleased

that the proposal for open space area at Pier 70 calls for location for human powered boats. With a boathouse and launching facility, this facility would complement what they already have at the existing marina at Pier 40 for large boats and a ramp for motorized boats that will soon be at Pier 52. It will round off a wonderful water recreation activity in the Mission Bay area. This is an opportunity for the Commission to support the people who are out there who don't need a lot of money to go boating. The building designated as a boathouse is an old wash house (Bldg. 110). It is not a historic building and could have been easily destroyed for more parking space. They are delighted that it can be preserved and they could put it into a new use. Bay Access plans to create bay access for the public, a program for the general public modeled after a program in Manhattan. They will think very closely about the youths in the City who need to experience in-water activities. One of their other dreams is the bay water trail. They would like to put a bay water trail throughout the bay area, similar to what they have in Pugent Sound and Manhattan. He sees that Pier 70 and Mission Creek and Islais Creek will all be important parts for stopping points on this bay trail for boaters.

5. NEW BUSINESS/PUBLIC COMMENT

Commissioner McWilliams requested that an item be placed on the next agenda or as soon as practicable regarding a Port policy concerning interacting with potential clients and vendors who are competing for Port projects and the issue of referrals for lobbyists or any other kind of contact that might be related to awarding future Port contracts. His request was prompted by a number of articles in the newspapers putting the Port in a bad light. It brought to issue something that is going on in the City with regards to how City staff interact with lobbyists and other potential customers or contractors that get City awards. The discussions at the Board of Supervisors might result in a policy that might be confining and might not be in the best interest of the Port. He asked to review the policies of the Port, if any. He requested staff to provide the Commission the information at the next meeting or as soon as practicable. If it appears that there are things that the Commission should address as a policy, he would like to initiate that through this process. It would give the Commission an opportunity to develop a policy which addresses the needs of the Port before something else is voiced upon the Port by an outside body.

Commissioner McWilliams reminded the Commission about his commitment to make a presentation regarding the status of labor relations on the waterfront. Because of vacations and other things, what he wanted to do has not been available to him yet but will let the Commission know ahead of time when the presentation will take place.

Joe Sostaric, RMC Pacific Materials, indicated that RMC Materials have been trying to get a lease with the Port of San Francisco for almost four years. Over the course of that time, they have participated in the SEIR process. They have also sought SWAC's approval at Pier 80. They recognize that there are people in the community concerned about their chosen site but they are receptive at looking at other sites. At Port staff's suggestion, they have evaluated the Pier 90/92 site but there are a lot of issues at Pier 90/92 than Pier 80. They have looked at alternate sites at Pier 80 and had discussions with Marine Terminals Corporation. He indicated that they are receptive at looking for solutions that not only fit their needs but also meets the needs of the community. They would like to be a good neighbor.

Jim Haas, E-Line Committee, indicated that E-line would bind the waterfront together. It would run from Pier 70 to Fort Mason. Through the offices of a number of waterfront interest such as Lend Lease and the Ferry Building Developers, the committee has received financial support to run excursions this weekend on portion of the E-Line from the Steuart Street stop to Caltrain. The purpose of the excursion is to provide the public a flavor of what the E-line can do. He handed the Commission a copy of the newsletter of the Market Street Railway, the organization that conceived the idea of historic cars. He invited the Commission and the public to the E-Line excursion.

6. EXECUTIVE SESSION

ACTION: Commissioner Hardeman moved approval; Commissioner Lee seconded the motion. All of the Commissioners were in favor.

At 6:50 p.m., the Commission withdrew to executive session to discuss the following:

(1) CONFERENCE WITH REAL PROPERTY NEGOTIATOR – This is specifically authorized under California Government Code Section 54956.8.
This session is closed to any non-City/Port representative. *

a. Property: Pier 30/32 and SWL 330
Person Negotiating: Port: Byron Rhett, Director of Planning & Development
*San Francisco Cruise Terminal LLC: Glen Elkington

b. Property: Pier 80 & 90
Person Negotiating: Port: Theresa Picon, Real Estate Director
*Municipal Railway: Kerstin Magary

c. Property: Pier 24
Person Negotiating: Port: Theresa Picon, Real Estate Director
*Rec & Park: Elizabeth Goldstein

d. Property: Pier 70
Person Negotiating: Port: Byron Rhett, Director of Planning & Development

e. Property: Pier 80 and Pier 92
Person Negotiating: Port: Mark Lozovoy, Asst. Deputy Director, Real Estate
*RMC Pacific Material: Joe Sostaric

7. RECONVENE IN OPEN SESSION

At 8:00 p.m., the Commission reconvened in open session.

ACTION: Commissioner Hardeman moved approval to not disclose any information discussed in executive session. Commissioner McCarthy seconded the motion. All of the Commissioners were in favor.

The meeting was adjourned at 8:00 p.m.

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SAN FRANCISCO
PORT COMMISSION

DOCUMENTS DEPT.

JUL 19 2001

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REGULAR MEETING
4:00 P.M., TUESDAY, JULY 24, 2001
BAYSIDE CONFERENCE ROOM
PIER 1, SAN FRANCISCO, CA 94111

AGENDA

1. **ROLL CALL**

2. **APPROVAL OF MINUTES** - July 10, 2001 Regular Meeting

3. **EXECUTIVE**

   A. Executive Director's Report
   - Brannan Street Wharf Public Workshop on July 30, 2001.
   - Annual Report

4. **CONSENT CALENDAR**

   A. Request for authorization to issue Request for Proposals (RFP) to Lease 601 Cesar Chavez Street, formerly known as The Pier 80 Inn Restaurant. (Resolution No. 01-59) (Staff report provided to the Commission.)

5. **ENGINEERING & MAINTENANCE**

   A. Request for authorization to award Contract No. 2668, "Pier 43 Arch Repair" to the lowest responsive bidder, Valentine Corp. (Resolution No. 01-60) (Staff report provided to the Commission.)

6. **NEW BUSINESS/PUBLIC COMMENT**

   Public comment is permitted on any matter within Port jurisdiction and is not limited to agenda items. Public comment on non-agenda items may be raised during New Business/Public Comment. It is strongly recommended that public comments be submitted in writing so they can be distributed to all Commissioners for review. Please fill out a speaker card and hand it to the Commission Secretary. If you have any question regarding the agenda, please contact the Commission Secretary at 274-0406.

7. **EXECUTIVE SESSION**

   A. Vote on whether to hold closed session to confer with Legal Counsel and Real Property Negotiator.

   B. CLOSED SESSION

(1) CONFERENCE WITH LEGAL COUNSEL REGARDING ANTICIPATED LITIGATION MATTER (DISCUSSION ITEM):

a. Discuss significant exposure to litigation pursuant to subdivision (b) of California Government Code Section 54956.9 (1 potential case).
X As Defendant __ As Plaintiff

- As Defendant: The purchaser of a drydock at a public auction has hired counsel and filed a claim for monetary damages relating to Port's alleged failure to disclose information concerning the drydock.

(2) CONFERENCE WITH REAL PROPERTY NEGOTIATOR – This is specifically authorized under California Government Code Section 54956.8.
This session is closed to any non-City/Port representative. *

a. Property: Illinois Street and Islais Creek
Person Negotiating: Port: Karen Clopton, Chief of Operations
*Catellus: Doug Gardner

Under Negotiation: __ Price ___ Terms of Payment X Both
An executive session has been calendared to discuss real estate negotiations regarding Port property located at Illinois Street and Islais Creek.

b. Property: Pier 30/32 and SWL 330
Person Negotiating: Port: Byron Rhett, Director of Planning & Development
*San Francisco Cruise Terminal LLC: Glen Elkington

Under Negotiation: ___ Price ___ Terms of Payment X Both
An executive session has been calendared to discuss real estate negotiations regarding Port property located at Pier 30/32 & SWL 330.

c. Property: Pier 70 Opportunity Area
Person Negotiating: Port: Byron Rhett, Planning & Development Director
* AMB Property L.P.: Luis Belmonte.
* San Francisco Arts Future Consortium (SFAFC): Christopher Meany

Under Negotiation: ___ Price ___ Terms of Payment X Both
An executive session has been calendared to give direction to staff regarding the evaluation of proposals submitted in response to the development RFPs for the mixed-use and arts sites at Pier 70.

d. Property: 1201 Illinois Street, between Humboldt and 23rd Streets
Person Negotiating: Port: Byron Rhett, Director of Planning & Development and Mark Lozovoy, Asst. Deputy Director of Real Estate
*Potrero Power Plant (Mirant Americas Development, Inc.): Mark Harrer

Under Negotiation: ___ Price ___ Terms of Payment X Both
An executive session has been calendared to give direction to staff regarding

real estate negotiations for Port property located at 1201 Illinois Street, between Humboldt and 23rd Streets.

e. Property: Seawall 344
Person Negotiating: Port: Byron Rhett, Director of Planning & Development and Mark Lozovoy, Asst. Deputy Director of Real Estate
*Hetch Hetchy: Marla Jurosek, Director of Retail Services

Under Negotiation: ___ Price ___ Terms of Payment _X_ Both
An executive session has been calendared to regarding real estate negotiations for Port property located at Seawall Lot 344.

f. Property: Pier 45, Shed B-1 and Wharf J-3
Person Negotiating: Port: Theresa Picon, Real Estate Director
*Alioto's Restaurant: Nunzio Alioto *Nick's Lighthouse: Jeffrey Pollock
*Sabella & Latorre: Frank Sabella *The Crab House: Francis Chu

Under Negotiation: ___ Price ___ Terms of Payment _X_ Both
An executive session has been calendared to give direction to staff regarding real estate negotiations for Port property located at Pier 45, Shed B-1 and Wharf J-3.

8. RECONVENE IN OPEN SESSION

A. Possible report on actions taken in closed session pursuant to Government Code 54957.1 and San Francisco Administrative Code 67.14.

B. Vote in open session on whether to disclose any or all executive session discussions pursuant to Government Code 54957.1 and San Francisco Administrative Code 67.14.

9. ADJOURNMENT

Staff Reports: Explanatory Documents available to the public are posted on the Port's Website at www.sfport.com.

JULY/AUGUST 2001
CALENDAR OF UPCOMING PORT MEETINGS - OPEN TO THE PUBLIC

Date	Time	Group	Location
July 24	4:00 p.m.	Port Commission	Bayside Conference Room @ Pier 1
August 1	11:30 a.m.	MCAC	Bayside Conference Room @ Pier 1
August 14	4:00 p.m.	Port Commission	Bayside Conference Room @ Pier 1
August 28	4:00 p.m.	Port Commission	Bayside Conference Room @ Pier 1

NOTES:

The San Francisco Port Commission meets regularly on the 2nd and 4th Tuesday of the month at 4:00 p.m., unless otherwise noticed, in the Bayside Conference Room @ Pier 1. Contact Amy Quesada at 274-0406 to be placed on the mailing list for Commission meeting agenda. ***The Commission Agenda and staff reports are also posted on the Port's Website @ www.sfport.com.***

The Ferry Building Waterfront Advisory Group does not have any scheduled meetings. Contact Person: Alec Bash @ 274-0539.

The Fisherman's Wharf Waterfront Advisory Group meets regularly on the 3rd Tuesday of the month. The regular meeting time and place is 9:00 a.m. at Scoma's Restaurant, Pier 47 at Fisherman's Wharf. Contact Person: Kirk Bennett @ 274-0545.

The Maritime Commerce Advisory Committee (MCAC) meetings will now be held every second Wednesday of the month from 11:30 a.m. to 1:30 p.m. in the Bayside Conference Room @ Pier 1, except for the meeting in August which would be held on August 1st. Contact Person: Jill Simpson @ 274-0519.

The Mission Bay CAC meets regularly on the 2nd Thursday of the month, from 5:00 to 7:00 p.m. at the Mission Bay Visitor Center (255 Channel Street). Please contact Tiffany Bohee at 749-2481 for more information.

The Northeast Waterfront Advisory Group meets regularly on the 1st Wednesday of the month at 4:00 p.m. in the Bayside Conference Room @ Pier 1. Contact Person: Kirk Bennett @ 274-0545.

The Pier 70 Advisory Group meets monthly on an as-needed basis generally on the 2nd Wednesday of the month from 4 to 6 p.m. at the Potrero Campus of the California College of Arts and Crafts, Board Room, 1111 – 8th Street between Irvin and Hooper. Contact Person: Mark Paez @ 705-8674.

The Rincon Point-South Beach CAC meets regularly on the 3rd Monday of the month, from 5:00-7:00 p.m. at the South Beach Yacht Club (Pier 40 on The Embarcadero). Please contact Tiffany Bohee at 749-2481 or 749-2400 for more information.

The Southern Waterfront Advisory Committee (SWAC) meets every 4th Monday of the month. Location to be determined. Contact Person: Diane Oshima @ 274-0553.

The Waterfront Design Advisory Committee meets the 3rd Tuesday of the month from 11 a.m. to 1 p.m. in the Bayside Conference Room @ Pier 1. Contact Person: Dan Hodapp @ 274-0625.

Port Website: Check out the Port's Website at **www.sfport.com.**

ACCESSIBLE MEETING INFORMATION

Getting to Pier 1:

Pier 1 on the Embarcadero, at the foot of Washington St. The Embarcadero Station is the closest BART and MUNI Metro stop, located below Market St. at Drumm & Spear Streets. The nearest F-Line streetcar stop is on the Embarcadero at Washington St. MUNI bus lines serving the Pier 1 area are the 9, 31, 32 and 71. For more information about MUNI accessible services, call (415) 923-6142.

The nearest accessible parking is provided in the following off-street pay lots:

A) 1 space in the surface lot on the west side of the Embarcadero at Washington St.
B) 3 spaces in the Pier 1/2 lot, located on the east side of the Embarcadero between the Ferry Building and Pier 1. During business hours this lot is operated by valets
C) Hourly and valet parking in the Pier 3 lot. This lot is accessed through the Pier 3 bulkhead building entrance on the east side of the Embarcadero. This lot is located on the pier deck; adjacent to the ferry boat Santa Rosa.

Additional covered accessible off-street pay parking is available in the Golden Gateway Garage, which is bounded by Washington, Clay, Drumm and Battery Streets. Entrance is on Clay St. between Battery and Front Streets. There is no high-top van parking.

Metered street parking is available on the Embarcadero, Washington St. and Drumm St.

Pier 1:

The Port's fully accessible offices are in the west end of Pier 1. There are two public entrances; the main entrance on the west (Embarcadero), and the Port History walk entrance on the south apron. Each of these entrances is provided with an automatically operated door. Both entrances lead to the Commission Bayside meeting room. Accessible public restrooms, drinking fountains, payphone and TTY are on the first floor near the main entrance. The public spaces of the Port's offices are equipped with remote infrared signage (Talking Signs) identifying all primary entrances, paths of travel, meeting rooms and amenities. Accessible seating areas and assistive listening devices will be available in the Commission meeting room.

Accessible meeting information policy:

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

A sign language interpreter and alternative format copies of meeting agendas and other materials can be provided upon request made at least 72 hours in advance of any scheduled meeting. Contact Kevin Jensen, ADA Coordinator, at 274-0555. The Port's TTY number is (415) 274-0587.

Know Your Rights Under the Sunshine Ordinance. Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, please contact Donna Hall, Administrator at 554-7724; fax 554-5163; e-mail address Donna_Hall@ci.sf.ca.us; City Hall, Room 244, One Dr. Carlton B. Goodlett Place, San Francisco, CA 94102-4689. Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Ordinance Task Force, the San Francisco Public Library and on the City's Website at www.ci.sf.ca.us/bdsupvrs/sunshine.

San Francisco Lobbyist Ordinance. Attention: Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (SF Admin. Code 16.520 – 16.534) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 1390 Market Street, #701, San Francisco, CA 94102, phone (415) 554-9510 or fax (415) 703-0121 and web site http://www.ci.sf.ca.us/ethics/.

PORT OF SAN FRANCISCO

MEMORANDUM

July 17, 2001

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Brian McWilliams, Vice President
Hon. Denise McCarthy
Hon. Michael Hardeman
Hon. Pius Lee

FROM: Douglas F. Wong
Executive Director

SUBJECT: Authorization to Issue Request for Proposals (RFP) to Lease 601 Cesar Chavez Street, formerly known as The Pier 80 Inn Restaurant.

DIRECTOR'S RECOMMENDATION: APPROVE RESOLUTION

BACKGROUND

601 Cesar Chavez Street, formerly known as the Pier 80 Inn Restaurant, is a free standing building consisting of approximately 2,255 square feet of interior space and approximately 935 square feet of exterior patio space (see Exhibit A). The property was last operated as a restaurant under Port Lease No. L-7199, which was terminated on April 30, 1996. The building was most recently occupied by Crushcon, Inc. under Port Lease No. L-12509 and used as a construction field office. The Crushcon Lease was terminated on August 31, 1999.

The building is located on Cesar Chavez Street at the entrance to the Pier 80 Container Cargo Terminal Facility. With the increase of maritime business at Pier 80, truckers, ILWU workers and Port Maritime staff have noted that there are no eating establishments within walking distance of the Pier. Port staff believes that there is an opportunity to re-establish a food service business at the Pier 80 Inn site, that can solve this problem as well as create goodwill with the truckers and ILWU workers, revitalize the currently vacant building, create revenues for the Port and offer a business opportunity to the community.

Port Commission policy requires vacant retail leasing opportunities to be competitively bid unless impractical or impossible. Additionally, pursuant to the San Francisco Administrative Code Sections 2.110 and 9.118, any lease with a term of ten or more years, or any lease having anticipated revenue to the Port of one million dollars or more require approval by the Board of Supervisors.

This Print Covers Calendar Item No. **4A**

In compliance with these policies, Port staff proposes to solicit proposals from qualified restaurant operators for the design and renovation of the existing building and operation of a new restaurant adjacent to the Pier 80 container cargo facility. Selection of a restaurant operator and approval of the required lease will be subject to future Port Commission action.

On October 12, 1999, the Commission approved a nearly identical resolution that lead to an RFP and the ultimate selection of restaurateur Cliff's Barbeque and Seafood, one of two respondents. The owner of Cliff's Barbeque and Seafood ultimately withdrew from the project due to an unexpected family illness. Upon learning of this withdrawal at the 7/10/01 Port Commission meeting, the Commission directed staff to re-bid this restaurant opportunity as soon as possible.

PROJECT OBJECTIVES

The re-development of 601 Cesar Chavez Street should address the following objectives:

1. Provide an inexpensive food services business to serve the Pier 80 container cargo terminal facility and surrounding neighborhood.

2. Create goodwill with the truckers and ILWU workers in the area.

3. Provide for a physical renovation of a currently vacant and under utilized facility.

4. Maximize Port revenue from the site.

5. Offer an affordable business opportunity to the local business community.

PROPOSED RENT AND KEY LEASE TERMS

The actual terms of the lease will be negotiated with Port Staff and will be subject to final approval by the Port Commission and, possibly, the San Francisco Board of Supervisors.

Base Rent
A minimum base monthly rental rate will not be set in the RFP. Instead, the Port will require Respondents to propose a base monthly rate comparable to like situations in the market. Rental adjustments must also be a base comparable to like situations in the market. Rental adjustments must also be proposed. A period of rent abatement for the purpose of constructing improvements may be included.

Percentage Rent
Proposals must also include a Percentage Rent payable to the Port on gross receipts for food, beverages and merchandise. The percentage rent rate is not being dictated by the Port, but should be comparable to like situations in the market.

The higher of the Base Rent or the Percentage Rent would be payable to the Port. In any month in which the Percentage Rent does not exceed the Base Rent, only the Base Rent would be payable to the Port.

Term
Proposals must include a proposed initial term plus option periods, if any, based on the cost of tenant improvements and comparable situations in the market. The initial term of the lease should not exceed 15 years. Additional 5-year options could be available provided that upon each exercise of option, the Base Rent and Percentage Rent would be adjusted upward.

Deposit
Respondents will be required to submit an earnest money deposit of $5,000 along with responses to the RFP.

SELECTION

Port staff would issue a RFP package consistent with real estate industry standards. The package would include a site map, a narrative description of the opportunity, environs, site, Port development objectives, design review and other required regulatory approvals, lease parameters, selection criteria, process and schedule and submittal requirements.

Proposals submitted to the Port would be analyzed to select the most qualified respondent. Selection criteria would include: the experience and reputation of the respondent, the quality of the development concept, the financial viability of the proposal, economic return to the Port and the respondent's demonstrated ability to finance, design, construct and operate a restaurant at the proposed site. Port staff would then negotiate a lease with the selected respondent utilizing the Port's standard lease format. The earnest money deposits will be returned to the bidders not selected.

PROJECTED RFP SCHEDULE

Port Commission Authorization to Issue RFP:	July 24, 2001
Issue RFP:	September 4, 2001
Site Tour for prospective Bidders:	October 3, 2001
Submittal Deadline:	November 5, 2001
Selection of bidder and Lease Negotiations:	December 3, 2001
Port Commission Approval of Lease(est)	January 2002
Board of Supervisors' Approval of Lease (est)	February, 2002

ECONOMICALLY DISADVANTAGED BUSINES PARTICIPATION

The Port Commission is interested in encouraging the participation of minority-owned and economically disadvantaged businesses in this RFP opportunity. Staff will consult with the Human Rights Commission and the City Attorney's Office to determine appropriate methods for encouraging participation in the RFP process by small, local, women, economically disadvantaged and minority owned businesses.

The lease would also require that not less than 30% of the construction costs expended by the lease for its Tenant Improvements would insure to the benefit of bona fide MBE, WBE, or DBE Enterprises Certified by the San Francisco Human Right Commission (HRC).

COMMISSION AND BOARD OF SUPERVISORS APPROVAL

The final lease will be presented to the Port Commission and (depending on the term or projected revenue) pursuant to Charter Sections 2.110, 9.118(c) and to the Board of Supervisors of the City and County of San Francisco for approval.

RECOMMENDATION

Port staff recommends that the Commission approve the attached resolution authorizing staff to prepare and offer, through the RFP process, a lease for the development and operation of a restaurant located at 601 Cesar Chavez Street.

Prepared by: Phil Williamson, Senior Property Manager

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO 01-59

WHEREAS, Charter 3.581 empowers the Port Commission with the authority and duty to use, conduct, operate, maintain, manage, regulate and control and lands within Port jurisdiction; and

WHEREAS, there is a demand for a food service facility at the Pier 80 Container Cargo Facility and in the surrounding neighborhood; and

WHEREAS, Port Commission policy encourages competitive bidding for retail opportunities unless impractical or impossible, and

WHEREAS, the Port Commission now wishes to proceed with the renovation of 601 Cesar Chavez Street and the development of a restaurant to service the Pier 80 Container Cargo Facility and the surrounding neighborhood; now, therefore, be it

RESOLVED, that the Port Commission authorizes staff to offer through a request for proposals and qualifications (RFP) process consistent with real estate industry standards, a lease for 601 Cesar Chavez Street, formerly know as The Pier 80 Inn Restaurant, in accordance with the terms set forth in the Agenda Summary for this Item 4A, a copy of which is on file with the Port Commission Secretary.

I hereby certify that the Port Commission at its meeting of July 24, 2001 adopted the foregoing Resolution.

_____
Secretary

PORT OF SAN FRANCISCO

MEMORANDUM

July 18, 2001

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Brian McWilliams, Vice President
Hon. Denise McCarthy
Hon. Michael Hardeman
Hon. Pius Lee

FROM: Douglas F. Wong
Executive Director

SUBJECT: Authorization to Award Contract No. 2668, "Pier 43 Arch Repair" to the lowest responsive bidder, Valentine Corp.

DIRECTOR'S RECOMMENDATION: TO AUTHORIZE STAFF TO AWARD CONTRACT NO. 2668, PIER 43 ARCH REPAIR PROJECT, TO VALENTINE CORP.

On January 23, 2001, the Commission authorized staff to advertise for competitive bids for Contract No. 2668, "Pier 43 Arch Repair Project." The project scope of work is divided into a base bid and four alternate bid items. The base bid scope includes executing the fire repair work; the first three alternates include seismically strengthening the arch and repairing/ replacing specific, rotted framing members. The fourth alternate includes removing the large counterweights within the arch to alleviate the seismic loading on the structure. The HRC subcontracting goals for this contract are 11% for MBEs and 4% for WBEs.

On June 21, 2001, five bids were received. A summary of the bids is attached. The base bid amount was used to evaluate the HRC goals, while the award is based on the total of the base bid plus all alternates. Port Engineering Staff and the Human Rights Commission Staff reviewed the bids and determined that Valentine Corp. is the lowest responsive, responsible bidder that satisfies the contract requirements and the HRC goals. Valentine Corp.'s base bid amount is $763,903.00, and their bid amounts for alternates A1 through A4 totals $228,356.00. Therefore Valentine Corp.'s total price for the base bid plus alternates A1 through A4 bid amount is $994,259.00. The Port's insurance company will be funding the base bid work. Capital project monies will fund the alternate bid items A1 through A4 bid work.

Port Staff requests that the Commission authorize the award of the contract to Valentine Corp. for $994,259.00 plus a 10% contingency of $99,426.00. The award includes the Base Bid and Additive Alternate Bid Items A1 through A4. Staff recommends that the Commission authorize the Executive Director to accept the work once it is complete.

Prepared by: Leo Bragagnolo, Construction Manager
This Print Covers Calendar Item No. 5A

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-60

WHEREAS, on January 23, 2001, the Commission authorized staff to advertise for competitive bids for Contract No. 2668, "Pier 43 Arch Repair Project;" and

WHEREAS, this construction project will include repairing the arch fire damage and executing a seismic upgrade to the arch structure; and

WHEREAS, the HRC subcontracting goals for this contract are 11% for MBEs and 4% for WBEs; and

WHEREAS, on June 21, 2001, five bids were received; and

WHEREAS, a summary of the bids is attached; and

WHEREAS, the base bid amount was used to evaluate the HRC goals; and

WHEREAS, Port Engineering Staff and the Human Rights Commission Staff reviewed the bids and determined that Valentine Corp. is the lowest responsive, responsible bidder that satisfies the contract requirements and the HRC goals; and

WHEREAS, Valentine Corp.'s base bid amount is $763,903.00, and their base bid plus additive bid items A1 through A4 amount is $994,259.00; and be it

RESOLVED, Port Staff requests that the Commission authorize the award of the contract to Valentine Corp. for $994,259.00 plus a 10% contingency of $99,426.00, and staff recommends that the Commission authorize the Executive Director to accept the work once it is completed.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of July 24, 2001.

_____
Secretary

BID SUMMARY
PORT OF SAN FRANCISCO

Project: Pier 43 Arch Repair
Contract No.: 2668 **Project Engineer: Joe Roger** **Bids Opened: June 21, 2001**

Base Bid

Bid Item #	Description	Estimated Quantity	Unit /LS Price
LS-1	Base Bid	LS	$765,903

Alternates

Bid Item #	Description	Estimated Quantity	Unit /LS Price	Running Total
A3	Deck Repair	LS	$15,722	15,722.00
A1	Pile repair work	LS	$24,637	40,359.00
A2	Structural Steel Framing	LS	$113,377	153,736.00
A4	Removal of weights	LS	$74,620	228,356.00

BID SUMMARY
PORT OF SAN FRANCISCO

Prepared By: Nimrat Bhattal
Checked By: Leo Bragagnolo
Date: 6/22/01

Project: Pier 43 Arch Repair
Contract No.: 2668 **Project Engineer: Joe Roger** **Bids Opened: June 21, 2001**

Bid		Estimated	Fine Line Construction 1615 Cortland Ave. San Francisco, Ca 94124		Valentine Corporation 111 Pelican Way San Rafael, Ca 94901		LTM Construction Company, In 1218 Michigan St. San Francisco, Ca 94107		Bevilacqua & Sons 451 Victory Ave., Suite 5 South San Francisco, Ca 9408		EJM Inc. 550 Church St. #4 San Francisco, CA 94114	
Item #	Description	Quantity	Unit /LS Price	Total	Unit /LS Price	Total	Unit /LS Price	Total	Unit /LS Price	Total	Unit /LS Price	Total
LS-1	Base Bid	LS	$985,789	985,789.00	$765,903	765,903.00	$897,000	897,000.00	$714,356	714,356.00	$1,495,328	1,495,328.00
A1	Pile repair work	LS	$67,200	67,200.00	$24,637	24,637.00	$23,500	23,500.00	$42,078	42,078.00	$370,328	370,328.00
A2	Structural Steel Framing	LS	$151,760	151,760.00	$113,377	113,377.00	$158,000	158,000.00	$176,260	176,260.00	$885,000	885,000.00
A3	Deck Repair	LS	$11,333	11,333.00	$15,722	15,722.00	$65,000	65,000.00	$80,385	80,385.00	$195,000	195,000.00
A4	Removal of weights	LS	$61,600	61,600.00	$74,620	74,620.00	$39,200	39,200.00		No Price	$40,000	40,000.00
	Total Bid			1,277,682.00		994,259.00		1,182,700.00		1,013,079.00		2,985,656.00

SAN FRANCISCO
PORT COMMISSION

DOCUMENTS DEPT.

JUL - 6 2001

SAN FRANCISCO
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REGULAR MEETING
4:00 P.M., TUESDAY, JULY 10, 2001
BAYSIDE CONFERENCE ROOM
PIER 1, S.F. 94111

AGENDA

1. **ROLL CALL**

2. **APPROVAL OF MINUTES** - June 26, 2001 Regular Meeting

3. **EXECUTIVE**

   A. Executive Director's Report
   - Status Report on the preparation for Harry Bridges 100th Anniversary Parade and Plaza Dedication Ceremony on July 28, 2001.
   - Fourth of July Celebration on the Waterfront.

4. **PLANNING & DEVELOPMENT**

   A. Request for approval of locations for Public Service Kiosks by JCDecaux San Francisco Inc. along The Embarcadero between Bay Street and Bryant Street. (Resolution No. 01-53 to 01-56) (Staff report provided to the Commission.)

   B. Request for authorization to enter into a contract modification to add $120,000 to the Port's contract with the consultant team led by Economics & Planning Systems, Inc. for additional assistance negotiating the development agreement and lease and conducting project review for the Bryant Street Pier Project. (Resolution No. 01-57) (Staff report provided to the Commission.)

   C. Request for approval of amendments to the Waterfront Land Use Plan, Waterfront Design & Access Element. (Resolution No. 01-58) (Staff report provided to the Commission.)

   NOTE: ITEM 4D WILL BE HEARD AFTER 5P.M.

   D. Informational presentation on the proposals submitted in response to the Requests for Proposals for a Mixed-Use Project and a Non-Profit Arts Project, within the Pier 70 Mixed Use Opportunity Area. (Staff report provided to the Commission.)

5. NEW BUSINESS/PUBLIC COMMENT

Public comment is permitted on any matter within Port jurisdiction and is not limited to agenda items. Public comment on non-agenda items may be raised during New Business/Public Comment. It is strongly recommended that public comments be submitted in writing so they can be distributed to all Commissioners for review. Please fill out a speaker card and hand it to the Commission Secretary. If you have any question regarding the agenda, please contact the Commission Secretary at 274-0406.

6. EXECUTIVE SESSION

A. Vote on whether to hold closed session to confer with Legal Counsel and Real Property Negotiator.

B. CLOSED SESSION

(1) CONFERENCE WITH REAL PROPERTY NEGOTIATOR – This is specifically authorized under California Government Code Section 54956.8.
This session is closed to any non-City/Port representative. *

a. Property: Pier 30/32 and SWL 330
Person Negotiating: Port: Byron Rhett, Director of Planning & Development
*San Francisco Cruise Terminal LLC: Glen Elkington

Under Negotiation: ___ Price ___ Terms of Payment X Both
An executive session has been calendared to discuss real estate negotiations regarding Port property located at Pier 30/32 & SWL 330.

b. Property: Pier 80 & 90
Person Negotiating: Port: Theresa Picon, Real Estate Director
*Municipal Railway: Kerstin Magary

Under Negotiation: ___ Price ___ Terms of Payment _X_ Both
An executive session has been calendared to give direction to staff regarding real estate negotiations regarding Port property located at Pier 80 and 90.

c. Property: Pier 24
Person Negotiating: Port: Theresa Picon, Real Estate Director
*Rec & Park: Elizabeth Goldstein

Under Negotiation: ___ Price ___ Terms of Payment _X_ Both
An executive session has been calendared to give direction to staff regarding real estate negotiations regarding Port property located at Pier 24.

d. Property: Pier 70
Person Negotiating: Port: Byron Rhett, Director of Planning & Development

Under Negotiation: ___ Price ___ Terms of Payment X Both
An executive session has been calendared to give direction to staff regarding the evaluation of proposals submitted in response to the development RFPs for the mixed-use and arts sites at Pier 70.

e. Property: Pier 80 and Pier 92
Person Negotiating: Port: Mark Lozovoy, Asst. Deputy Director, Real Estate
*RMC Pacific Material: Joe Sostaric

Under Negotiation: ___ Price ___ Terms of Payment X Both
An executive session has been calendared to discuss real estate negotiations regarding Port property located at Pier 80 and Pier 92.

7. RECONVENE IN OPEN SESSION

A. Possible report on actions taken in closed session pursuant to Government Code 54957.1 and San Francisco Administrative Code 67.14.

B. Vote in open session on whether to disclose any or all executive session discussions pursuant to Government Code 54957.1 and San Francisco Administrative Code 67.14.

8. ADJOURNMENT

Staff Reports: Explanatory Documents available to the public are posted on the Port's Website at www.sfport.com.

JULY 2001
CALENDAR OF UPCOMING PORT MEETINGS - OPEN TO THE PUBLIC

Date	Time	Group	Location
July 10	4:00 p.m.	Port Commission	Bayside Conference Room @ Pier 1
July 11	11:30 p.m.	Maritime Commerce Advisory Committee	Bayside Conference Room @ Pier 1
July 24	4:00 p.m.	Port Commission	Bayside Conference Room @ Pier 1

NOTES:
The San Francisco Port Commission meets regularly on the 2nd and 4th Tuesday of the month at 4:00 p.m., unless otherwise noticed, in the Bayside Conference Room @ Pier 1. Contact Amy Quesada at 274-0406 to be placed on the mailing list for Commission meeting agenda. ***The Commission Agenda and the staff reports are also posted on the Port's Website @ www.sfport.com.***

The Ferry Building Waterfront Advisory Group does not have any scheduled meetings. Contact Person: Alec Bash @ 274-0539.

The Fisherman's Wharf Waterfront Advisory Group meets regularly on the 3rd Tuesday of the month. The regular meeting time and place is 9:00 a.m. at Scoma's Restaurant, Pier 47 at Fisherman's Wharf. Contact Person: Kirk Bennett @ 274-0545.

Please contact Jill Simpson @ 274-0519 for the Maritime Commerce Advisory Committee meeting schedule.

The Mission Bay CAC meets regularly on the 2nd Thursday of the month, from 5:00 to 7:00 p.m. at the Mission Bay Visitor Center (255 Channel Street). Please contact Tiffany Bohee at 749-2481 for more information.

The Northeast Waterfront Advisory Group meets regularly on the 1st Wednesday of the month at 4:00 p.m. in the Bayside Conference Room @ Pier 1. Contact Person: Kirk Bennett @ 274-0545.

The Pier 70 Advisory Group meets monthly on an as-needed basis generally on the 2nd Wednesday of the month from 4 to 6 p.m. at the Potrero Campus of the California College of Arts and Crafts, Board Room, 1111 – 8th Street between Irvin and Hooper. Contact Person: Mark Paez @ 705-8674.

The Rincon Point-South Beach CAC meets regularly on the 3rd Monday of the month, from 5:00-7:00 p.m. at the South Beach Yacht Club (Pier 40 on The Embarcadero). Please contact Tiffany Bohee at 749-2481 or 749-2400 for more information.

The Southern Waterfront Advisory Committee (SWAC) meets every 4th Monday of the month. Location to be determined. Contact Person: Braj Norris @ 274-0540.

The Waterfront Design Advisory Committee meets the 3rd Tuesday of the month from 11 a.m. to 1 p.m. in the Bayside Conference Room @ Pier 1. Contact Person: Dan Hodapp @ 274-0625.

Port Website: Check out the Port's Website at **www.sfport.com.**

ACCESSIBLE MEETING INFORMATION

Getting to Pier 1:

Pier 1 on the Embarcadero, at the foot of Washington St. The Embarcadero Station is the closest BART and MUNI Metro stop, located below Market St. at Drumm & Spear Streets. The nearest F-Line streetcar stop is on the Embarcadero at Washington St. MUNI bus lines serving the Pier 1 area are the 9, 31, 32 and 71. For more information about MUNI accessible services, call (415) 923-6142.

The nearest accessible parking is provided in the following off-street pay lots:

A) 1 space in the surface lot on the west side of the Embarcadero at Washington St.
B) 3 spaces in the Pier 1/2 lot, located on the east side of the Embarcadero between the Ferry Building and Pier 1. During business hours this lot is operated by valets
C) Hourly and valet parking in the Pier 3 lot. This lot is accessed through the Pier 3 bulkhead building entrance on the east side of the Embarcadero. This lot is located on the pier deck; adjacent to the ferry boat Santa Rosa.

Additional covered accessible off-street pay parking is available in the Golden Gateway Garage, which is bounded by Washington, Clay, Drumm and Battery Streets. Entrance is on Clay St. between Battery and Front Streets. There is no high-top van parking.

Metered street parking is available on the Embarcadero, Washington St. and Drumm St.

Pier 1:

The Port's fully accessible offices are in the west end of Pier 1. There are two public entrances; the main entrance on the west (Embarcadero), and the Port History walk entrance on the south apron. Each of these entrances is provided with an automatically operated door. Both entrances lead to the Commission Bayside meeting room. Accessible public restrooms, drinking fountains, payphone and TTY are on the first floor near the main entrance. The public spaces of the Port's offices are equipped with remote infrared signage (Talking Signs) identifying all primary entrances, paths of travel, meeting rooms and amenities. Accessible seating areas and assistive listening devices will be available in the Commission meeting room.

Accessible meeting information policy:

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

A sign language interpreter and alternative format copies of meeting agendas and other materials can be provided upon request made at least 72 hours in advance of any scheduled meeting. Contact Kevin Jensen, ADA Coordinator, at 274-0555. The Port's TTY number is (415) 274-0587.

Know Your Rights Under the Sunshine Ordinance. Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, please contact Donna Hall, Administrator at 554-7724; fax 554-5163; e-mail address Donna_Hall@ci.sf.ca.us; City Hall, Room 244, One Dr. Carlton B. Goodlett Place, San Francisco, CA 94102-4689. Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Ordinance Task Force, the San Francisco Public Library and on the City's Website at www.ci.sf.ca.us/bdsupvrs/sunshine.

San Francisco Lobbyist Ordinance. Attention: Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (SF Admin. Code 16.520 – 16.534) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 1390 Market Street, #701, San Francisco, CA 94102, phone (415) 554-9510 or fax (415) 703-0121 and web site http://www.ci.sf.ca.us/ethics/.

PORT OF SAN FRANCISCO

MEMORANDUM

July 5, 2001

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Brian McWilliams, Vice President
Hon. Denise McCarthy
Hon. Michael Hardeman
Hon. Pius Lee

FROM: Douglas F. Wong
Executive Director

SUBJECT: Approval of Locations for Public Service Kiosks by JCDecaux San Francisco Inc. along The Embarcadero between Bay Street and Bryant Street.

Summary

The approved plans for Rincon Park call for installation of a JCDecaux automatic public toilet near the southern edge of the Park as shown in Figure 1 and installation of the required public service kiosks on Port property.

The Port Commission must approve any proposed toilet or public service kiosk on Port property. On March 26, 2001, the Port Commission approved the installation of the automatic public toilet at the proposed location. The Port Commission must now determine acceptable sites for locating the 5 public service kiosks required under the City contract.

Typically, JCDecaux requests City or Port approval for many more sites than are needed to fulfill the contract requirements. JCDecaux then conducts technical investigations into the feasibility of installation at each site. Finally, JCDecaux applies for building permits to install the required number of kiosks at only the most feasible locations.

A total of seven (7) potential public service kiosk sites have been identified that are acceptable to JCDecaux and are supported by the Rincon Point-South Beach Citizens Advisory Committee (the "CAC"). The locations are listed below and are illustrated on Figures 2 and 3. The following four of the seven locations are proposed for Port Commission approval at this time.

This Print Covers Calendar Item No. 4A

OF SAN FRANCISCO

1) Southbound Embarcadero near Bay*
2) Southbound Embarcadero near Mission
3) Southbound Embarcadero near Folsom
4) Southbound Embarcadero near Bryant

* Note: The Port previously authorized a kiosk for Harry Bridges plaza that was temporarily relocated to Embarcadero/Bay Street for construction of the Mid-Embarcadero Roadway. Approval of this location will allow the Embarcadero/Bay kiosk to remain; a new kiosk will be returned to Harry Bridges plaza since the roadway construction is complete.

Drawings and notices for the remaining three locations, as follows, will be prepared for Port Commission review and approval at a later date:

1) Southbound Embarcadero near Folsom, north of Mission
2) Southbound Embarcadero near Howard, mid-block
3) Southbound Embarcadero near Folsom, within the median

Background

Through agreements with the Redevelopment Agency, the Gap Inc. is undertaking the design and development of Rincon Park, located on Port waterfront property between Howard and Harrison Streets. The Redevelopment Agency will maintain the Park pursuant to a 65-year least that is to be entered into with the Port.

On February 29, 2000, the schematic design of Rincon Park was conditionally approved at a joint hearing between the Port and Redevelopment Agency including the concept and location of a JCDecaux public restroom to serve the needs of Rincon Park. A "final agreement between the Port and JCDecaux regarding placement of the public restroom adjacent to the southern edge of the Park, and the related required advertising kiosks" is one of the conditions of approval for the design of Rincon Park.

The JCDecaux public toilet program was incorporated into the Rincon Park design because the program offers certain features that directly addressed park design and management concerns that were raised during the design review process. These features include:

- Restroom installation at no cost to the City (provided the existence of nearby utility connections);
- Self-cleaning features and maintenance services provided by JCDecaux at no cost to the City;
- A secure restroom environment;
- Ability to channel park development and maintenance costs toward other public amenities and first-rate park maintenance and security services.

Additionally, the Port receives a small pro-rata share of the JCDecaux advertising revenue generated from each kiosk located on Port property under an MOU with the Department of Public Works.

The City contract with JCDecaux San Francisco provides that for each (1) automatic toilet installed, a total of five (5) public service kiosks will be installed. JCDecaux will install and maintain at no cost to the Port the public toilets and public service kiosks on Port property. The City's contract with JCDecaux requires Port Commission approval of any proposed toilet or public service kiosk on Port property. Each public service kiosk includes two advertising panels and one public information panel. The restroom location and at least five of the proposed public service kiosk locations must be approved by the Port to fulfill the JCDecaux contract requirements for installing and maintaining a new public restroom. Such approval is necessary to satisfy the aforementioned condition of approval imposed in the Port's approval of the Rincon Park project.

The Port's approval of the JCDecaux program is also necessary to satisfy the Rincon Park permit approved by the San Francisco Bay Conservation and Development Commission ("BCDC") on September 12, 2000. This permit, for which the Port is co-applicant, requires a JCDecaux public restroom facility to be provided near the southerly end of the Park.

The Port and Redevelopment Agency staffs have worked with JCDecaux, the CAC and interested property owners to review and discuss possible kiosk site locations. All possible sites were considered along The Embarcadero between Third Street and the Ferry Building, the area considered to benefit most from the Park amenity. The waterfront promenade or PortWalk immediately adjacent to the Bay was eliminated from consideration, in deference to the existing improvements and pedestrian activity in this area. Much of the inland side of The Embarcadero was unacceptable to JCDecaux due to the presence of on-street parking, because the kiosks must be visible from the roadway. Newly installed street trees and street lamps further limit the potential sites. Alternative locations on Port property were considered including streets other than The Embarcadero, however these options were either not acceptable to JCDecaux or to the Port and Redevelopment Agency. Six candidate sites were identified, including the one existing temporary site at Bay Street that is recommended as a permanent site.

In a March 16, 2001 letter to the Port, the CAC expressed its interest in the timely construction of Rincon Park, and recommended the placement of public service kiosks at five of the six candidate locations along The Embarcadero. The CAC further expressed concern about kiosk lighting adjacent to residential developments and recommended that the kiosk at Embarcadero/Townsend be temporary and subject to relocation if it proved to be unsuitable.

On March 26, 2001, the Port Commission approved the installation of one automatic public toilet near the Fire Boat House at the end of Harrison Street and also approved the installation of five (5) public service kiosks as required by the City contract with

JCDecaux. At that meeting, the Port Commission continued its consideration of potential public service kiosk locations.

On May 22, 2001, the Port Commission held a public hearing to consider potential public service kiosk locations. At that meeting, the CAC withdrew its earlier support for five of the six kiosk locations and requested additional time to work with Port staff, the Redevelopment Agency and The GAP Inc. to evaluate possible alternatives to the JCDecaux toilet/kiosk program, provided that such discussions would not delay the start of construction for Rincon Park. The Port Commission continued the matter for up to four months in response to the CAC's request.

During the month of June, representatives from the Port, Redevelopment Agency and The Gap Inc. met with interested members of the CAC to discuss feasible alternatives for providing restroom facilities to the Park. A number of ideas were discussed or revisited, including the incorporation of a freestanding restroom into the park design, to be maintained along with the rest of the Park by the Redevelopment Agency. The Agency and the Port share concerns that the Agency's annual budgetary constraints might lead to inadequate maintenance and security for the restroom, and thereby have a negative impact on the park. In addition, such a change would necessitate redesign of the Park and require approval of the Port, Redevelopment Agency and BCDC, thereby delaying the delivery of Rincon Park.

The possibility of requiring the Port's restaurant developer to construct and maintain a restroom within the restaurant site was also discussed. However, the restaurant lease and development agreement have been approved by the Port Commission and Board of Supervisors, therefore to require further improvements and services of the developer would require renegotiation of the lease and development agreement documents. Further, due to the delay of the restaurant project, a restroom could not be provided in time to satisfy the Park's regulatory requirements for a restroom to serve the park.

The consensus after the discussions is that the JCDecaux program is the most suitable, feasible approach for providing public restroom facilities to Rincon Park, provided that the public service kiosks are not located adjacent to the lower-scaled residential areas of South Beach. The CAC's primary concerns with the kiosks stem from the scale of the kiosks adjacent to 3-4 story buildings and the intrusion of advertising into a predominantly residential area which fronts onto The Embarcadero. As a result, two previously considered kiosk locations have been removed from consideration: Embarcadero at Second Street (near South Beach Park and ILWU) and Embarcadero at Townsend Street (near South Beach Marina Apartments).

With the assistance of JCDecaux, alternative locations for the kiosks have been identified along The Embarcadero within blocks that are more dominated by commercial uses and higher-scale buildings. A total of seven potential kiosk locations are now proposed, four of the originally proposed locations and three newly identified sites. These locations have been reviewed by the Port, Redevelopment Agency and CAC and are acceptable to all parties.

On June 18, 2001, the CAC voted to recommend that the Port Commission approve the seven potential kiosk sites (map attached). The CAC further requested that the site on the Southbound Embarcadero near Folsom Street, mid-block, be used as a last resort alternative if there are not five other locations that JCDecaux determines to be technically feasible for installation (see attached June 21, 2001 letter from CAC).

Recommendation

The City contract with JCDecaux requires Port Commission approval of any proposed toilet or public service kiosk on Port Property. If JCDecaux finds any previously approved location to be infeasible as a kiosk site, they may propose an alternate or substitute location that shall be subject to Port Commission approval. Not all potential kiosk locations will be feasible for installation, due to remote power connections provided by PG&E or the Bureau of Light, Heat and Power, or other utility issues. Port staff therefore urges the Commission to approve all recommended potential kiosk locations, so that the requisite five kiosk installations can be made and the public toilet can be installed to serve Rincon Park and satisfy the regulatory requirements of the project.

Staff recommends that the Port Commission approve the overall JCDecaux toilet/kiosk program which includes a total of seven potential public service kiosk locations as described earlier in this report. For reasons related to public notice requirements the seven locations are to be approved in two separate actions. The four locations ready for Port Commission approval at this time are as follows:

1) Southbound Embarcadero near Bay (Resolution 01-53, Figure 3)

   A kiosk has existed at this site during the construction of the Mid-Embarcadero. There have been no problems associated with its placement and the kiosk is compatible with the surrounding buildings and landscape.

2) Southbound Embarcadero near Mission (Resolution 01-54, Figure 2)

   The kiosk is near the rear doors or secondary entrances to continuous row of 3-7 story commercial buildings along The Embarcadero between Mission and Howard. The Jewish Community Federation expressed concern that this kiosk would pose a security risk to their building at 121 Steuart Street. Port staff has investigated their security concerns through on-site inspections and review of the issue with the San Francisco Police Department. Staff determined that the security risk of the kiosk was minimal as described in the Port's May 15, 2001 letter of response (see letters attached).

3) Southbound Embarcadero near Folsom (Resolution 01-55, Figure 2)

   Located near the elevated ground floor commercial space at Hills Plaza (the first floor is approximately 5-feet above the finished grade of the sidewalk), the kiosk is not

directly adjacent to residences and fits within the overall scale of the adjacent high-rise development.

4) Southbound Embarcadero near Bryant (Resolution 01-56, Figure 2)

Located at the terminus of the Spear Street culdesac just south of the Bay Bridge overpass of The Embarcadero, the nearest building is a 3-story office building.

Next Steps

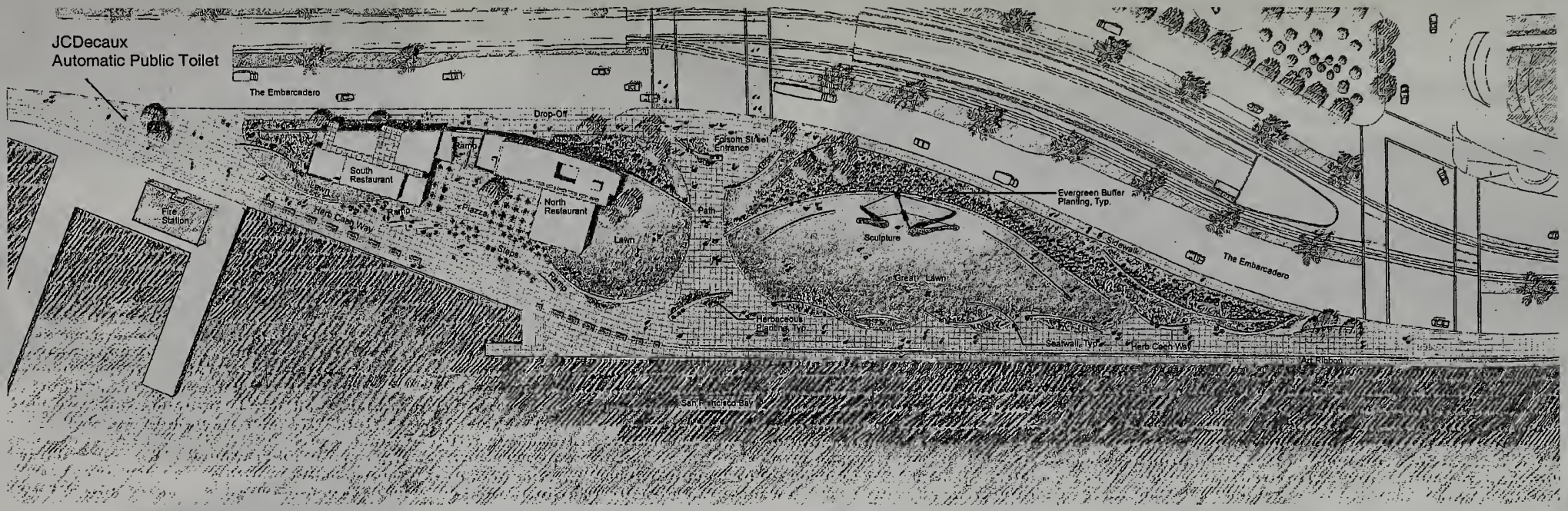
If the Port Commission approves the toilet/kiosk program and the first four potential kiosk locations, the Port staff will work with the Redevelopment Agency and The Gap, Inc. to finalize and execute the lease agreement between the Port and Redevelopment Agency for Rincon Park (including any other related agreements). The Port will also issue the Building Permit for the Park upon final approval of the construction drawings with the condition that the construction starts within 60 days.

Drawings and notices will be prepared for the remaining three locations for Port Commission review and approval at the August 14, 2001 Commission meeting. All of these locations are within predominantly commercial areas dominated by mid-to-high rise building structures. The locations are as follows:

1) Southbound Embarcadero near Folsom, north of Mission
2) Southbound Embarcadero near Howard, mid-block
3) Southbound Embarcadero near Folsom, within the median

Following the Port's approval of all potential kiosk sites, JCDecaux will conduct technical investigations for the potential kiosk locations and prepare detailed plans and building permit applications for the installation of the 5 public service kiosks. JCDecaux intends to secure the necessary permits and complete the installation of the public toilet and kiosks by the end of the year, prior to the opening of Rincon Park. If JCDecaux finds any previously approved location to be infeasible as a kiosk site, they may propose an alternate or substitute location on Port property that shall be subject to Port Commission approval.

Prepared by: Kari Kilstrom
Planning & Development



RINCON PARK

Illustrative Site Plan

Olin Partnership
24 January 2000

Scale : 1" = 20'-0"

Figure 1

JCDecaux San Francisco
Proposed Kiosk and Restroom Locations

June 21, 2001

4. Kiosk at Embarcadero / Howard Street near mid-block

5. Kiosk at Embarcadero south of Mission

6. Kiosk at Embarcadero north of Mission

2. Kiosk at Embarcadero / Folsom Street near mid-block

1. Kiosk at Embarcadero / Bryant Street near northwest corner

SAN FRANCISCO BAY

Figure 2

JCDecaux San Francisco

Address	Bay @ Embarcadero	**Street Corner**	
Automatic Public Toilet	**Type**		
Comments	**Date**	2/22/01	
Scale 20:1	**Ref**		

Figure 3

RINCON POINT - SOUTH BEACH
CITIZENS ADVISORY COMMITTEE

June 21, 2001

MEMBERS

Richard Dickerson, Chair

Michael Sweet Vice-Chair

*Joyce Armstrong
Frank Billeci
Andrew Brooks
*Pamela Bullard
*Phillip DeAndrade
*Babette Drefke
Alfonso Felder
Richard Forst
D. Michael Gray
James Haas
Drew Harper
Robert Hertzfeld
*Mariuccia Iaconi
Ellen Johnck
Anthony Jones
Michael Kurusik
Redmond Kernan
Jeffrey Leibovitz
Judith Patterson
Vicki Simon
Kevin Solliday
Judith B. Walsh
Paul D. Warenski
Beverly T. Wilson

*Interim Members
Ballpark Matters

Mr. Douglas F. Wong
Executive Director
Port of San Francisco
Pier 1
San Francisco, CA 94111

RE: Rincon Park Public Restroom

Dear Doug:

I am writing you at the direction of the Rincon Point – South Beach Citizens Advisory Committee (CAC), for what we hope will be the final time, regarding the issue of including a J.C. Decaux public restroom in Rincon Park and the resulting installation of J.C. Decaux public service kiosks along the Embarcadero. We greatly appreciate the additional time granted to us by the Port Commission to further study this issue, and have worked with staff from both the Redevelopment Agency and the Port during this past month exploring possibilities for restroom alternatives without further delaying the construction of Rincon Park. Collectively we all now realize that the J.C. Decaux public restroom and kiosks is the only alternative available that will keep the construction of Rincon Park on schedule, due to a variety of issues including financial feasibility, timing uncertainty of restaurant construction, timing of park construction bids, and approvals already issued by other agencies.

Based upon this realization, our committee spent more time exploring the waterfront with Port and Agency staff members to find advertising kiosk locations suitable for J.C. Decaux that helped preserve the residential areas of our neighborhood from any further forms of advertising. As you well know our committee has fought for many years to keep advertising to a minimum along the waterfront, especially adjacent to the park and residential projects in the southern end of the Redevelopment area. Therefore, we request that the two southernmost sites along the Embarcadero near The ILWU building and at Townsend Street be removed from consideration for advertising kiosks, due to the heavily residential make-up of that area and their proximity to South Beach Park. We further request that the site at Mid-block Embarcadero near Folsom Street be used as a last resort alternative for an advertising kiosk due to the large number of residences in adjacent buildings and the proliferation of advertising that already exists along this section of the Embarcadero.

JCDecaux San Francisco

Address	Bay @ Embarcadero	**Street Corner**	
Automatic Public Toilet	**Type**		
Comments	**Date**	2/22/01	
Scale 20:1	**Ref**		

Figure 3

PORT COMMISION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-53

WHEREAS, in April 1994 the Port Commission, the City and County of San Francisco, and JCDecaux San Francisco Inc. entered into a contract to install self-cleaning public toilets and public service kiosks on Port property; and

WHEREAS, in December 1998, the Port Commission, the City and County of San Francisco and JCDecaux San Francisco Inc. entered into an amended and restated Automatic Toilet and Public Service Kiosk Agreement; and

WHEREAS, the amended contract requires that a total of 4.5 public service kiosks be installed for each one (1) automatic toilet installed; and

WHEREAS, the amended contract requires that if an odd number of automatic toilets are proposed, the permitted number of public service kiosks shall be rounded up to the next whole number, requiring a total of five (5) public service kiosks to be installed for the proposed automatic toilet; and

WHEREAS, pursuant to the amended contract, JCDecaux San Francisco will install and maintain, at no cost to the Port, the public toilets and public service kiosks on Port property; and

WHEREAS, pursuant to the contract, JCDecaux San Francisco will submit engineering drawings to secure all necessary permits from the Chief Harbor Engineer and other regulatory agencies with jurisdiction over the proposed facilities; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of one (1) automatic toilet located at Northbound Embarcadero, near the Fire Boat House at end of Harrison Street; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of five (5) public service kiosks pursuant to the City contract with JCDecaux San Francisco, but deferred the determination of acceptable locations to a later date; and now therefore be it

RESOLVED, that the Port Commission approves the installation of a public service kiosk at Southbound Embarcadero near Bay Street as shown on the attached site map.

RESOLVED, that the above mentioned location is approximate and, if upon further technical investigations and discussions between the Executive Director and JCDecaux the site proves infeasible, the Executive Director is hereby authorized to approve minor modifications to the location to accommodate the placement of the Decaux facilities; and be it further

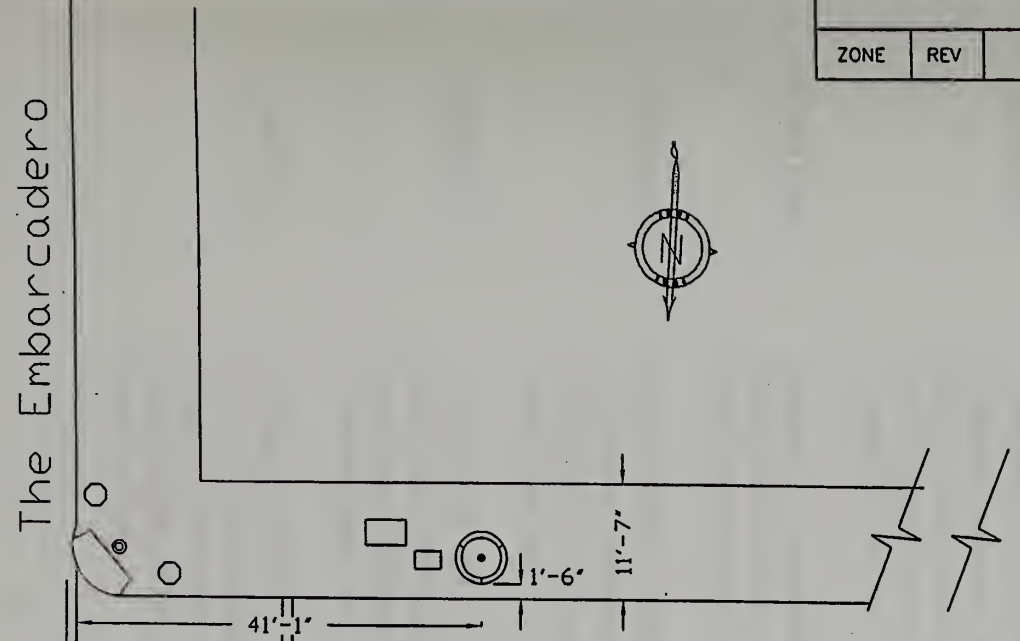
RESOLVED, that if JCDecaux finds any previously approved location to be infeasible as a kiosk site, they may propose an alternate or substitute location on Port property that shall be subject to Port Commission approval; and be if further

RESOLVED, that the Port Commission hereby approves Resolution No. 01-53.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of July 10, 2001.

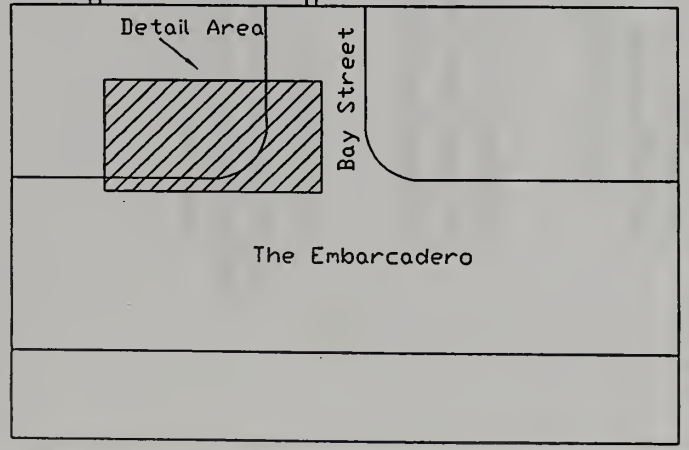
_____
Secretary

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED



Legend

- Tree
- Street Light
- Fire Hydrant
- Traffic Light
- DPT Sign
- Pedestrian Light
- Parking Meter
- Kiosk
- Decorative Pole



JCDecaux San Francisco, Inc.
1000 Quesada Avenue
San Francisco, CA 94124
Tel: (415) 671-1250
Fax: (415) 671-1254

Drawn By: Stephen M Whitlock

Date: February 22, 2001

San Francisco Kiosk

Preliminary Site Plan
Bay Street @ The Embarcadero
SW Corner

SIZE	DWG NO.	REV
A	PSK 1	

SCALE 1"=20'

SHEET 1 of 1

PORT COMMISION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-54

WHEREAS, in April 1994 the Port Commission, the City and County of San Francisco, and JCDecaux San Francisco Inc. entered into a contract to install self-cleaning public toilets and public service kiosks on Port property; and

WHEREAS, in December 1998, the Port Commission, the City and County of San Francisco and JCDecaux San Francisco Inc. entered into an amended and restated Automatic Toilet and Public Service Kiosk Agreement; and

WHEREAS, the amended contract requires that a total of 4.5 public service kiosks be installed for each one (1) automatic toilet installed; and

WHEREAS, the amended contract requires that if an odd number of automatic toilets are proposed, the permitted number of public service kiosks shall be rounded up to the next whole number, requiring a total of five (5) public service kiosks to be installed for the proposed automatic toilet; and

WHEREAS, pursuant to the amended contract, JCDecaux San Francisco will install and maintain, at no cost to the Port, the public toilets and public service kiosks on Port property; and

WHEREAS, pursuant to the contract, JCDecaux San Francisco will submit engineering drawings to secure all necessary permits from the Chief Harbor Engineer and other regulatory agencies with jurisdiction over the proposed facilities; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of one (1) automatic toilet located at Northbound Embarcadero, near the Fire Boat House at end of Harrison Street; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of five (5) public service kiosks pursuant to the City contract with JCDecaux San Francisco, but deferred the determination of acceptable locations to a later date; and now therefore be it

RESOLVED, that the Port Commission approves the installation of a public service kiosk at Southbound Embarcadero near Mission Street as shown on the attached site map.

RESOLVED, that the above mentioned location is approximate and, if upon further technical investigations and discussions between the Executive Director and JCDecaux the site proves infeasible, the Executive Director is hereby authorized to approve minor modifications to the location to accommodate the placement of the Decaux facilities; and be it further

RESOLVED, that if JCDecaux finds any previously approved location to be infeasible as a kiosk site, they may propose an alternate or substitute location on Port property that shall be subject to Port Commission approval; and be if further

RESOLVED, that the Port Commission hereby approves Resolution No. 01-54.

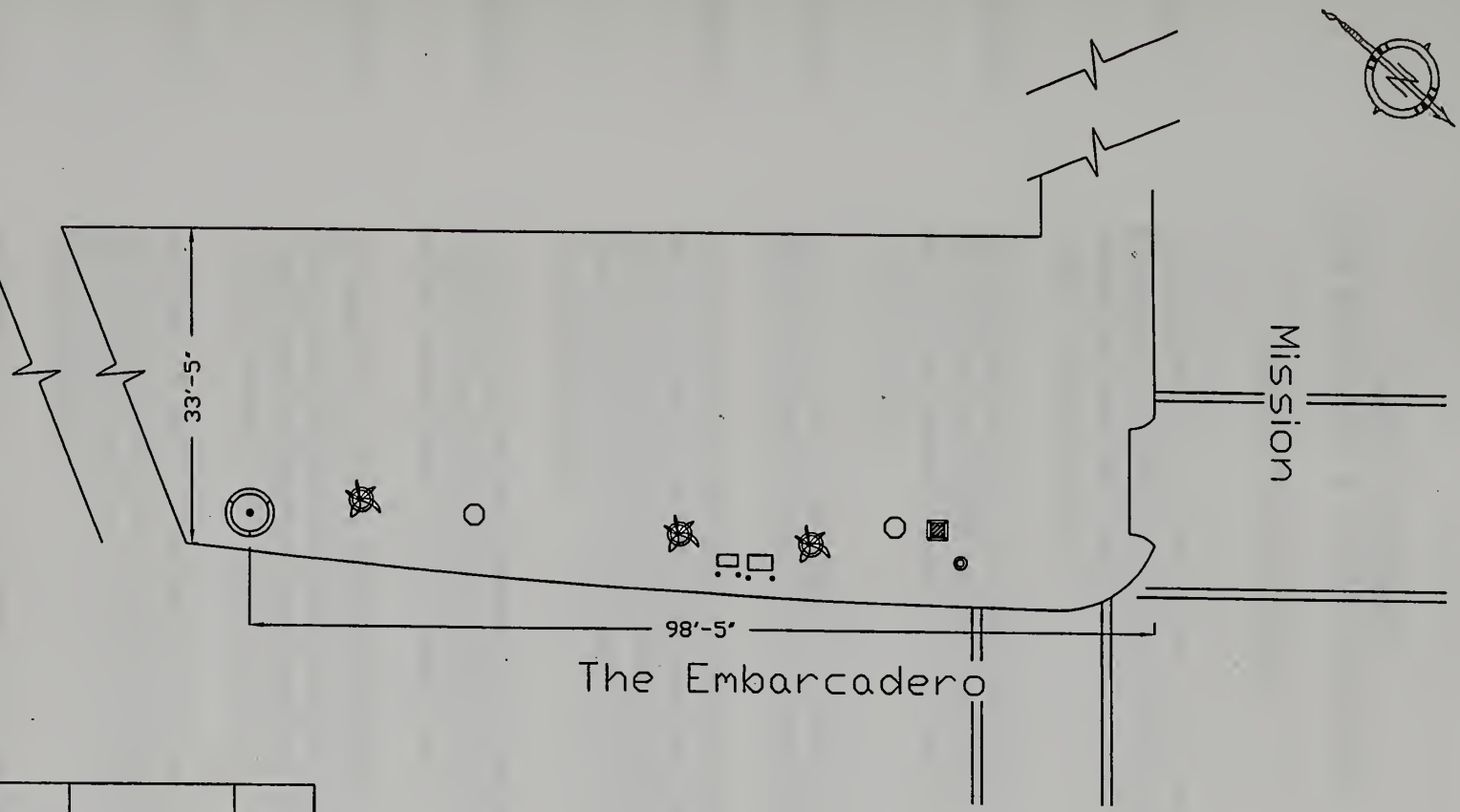
I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of July 10, 2001.

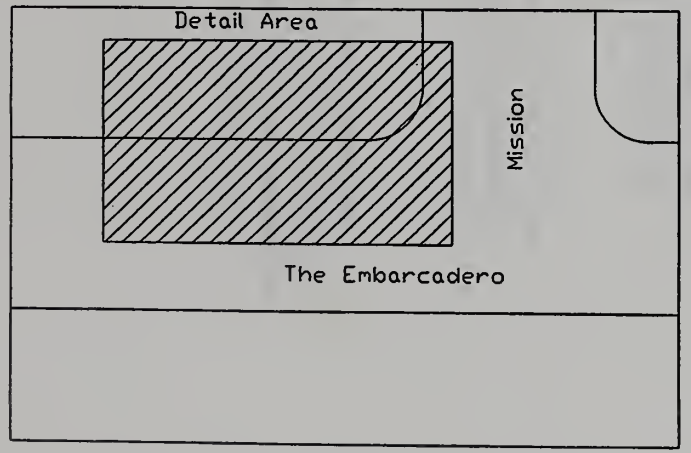
_____
Secretary

Legend

- Tree
- Street Light
- Fire Hydrant
- Traffic Light
- DPT Sign
- Pedestrian Light
- Parking Meter
- Kiosk
- Mail Box
- Trash Receptical

REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED





JCDecaux San Francisco, Inc.
1000 Quesada Avenue
San Francisco, CA 94124
Tel: (415) 671-1250
Fax: (415) 671-1254

Drawn By: Stephen M Whitlock

Date: January 24, 2000

San Francisco Kiosk

Preliminary Site Plan
The Embarcadero @ Mission
SW Corner

SIZE		DWG NO.	REV
A		PSK 253	

SCALE 1"=20'

SHEET 1 of 1

PORT COMMISION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-55

WHEREAS, in April 1994 the Port Commission, the City and County of San Francisco, and JCDecaux San Francisco Inc. entered into a contract to install self-cleaning public toilets and public service kiosks on Port property; and

WHEREAS, in December 1998, the Port Commission, the City and County of San Francisco and JCDecaux San Francisco Inc. entered into an amended and restated Automatic Toilet and Public Service Kiosk Agreement; and

WHEREAS, the amended contract requires that a total of 4.5 public service kiosks be installed for each one (1) automatic toilet installed; and

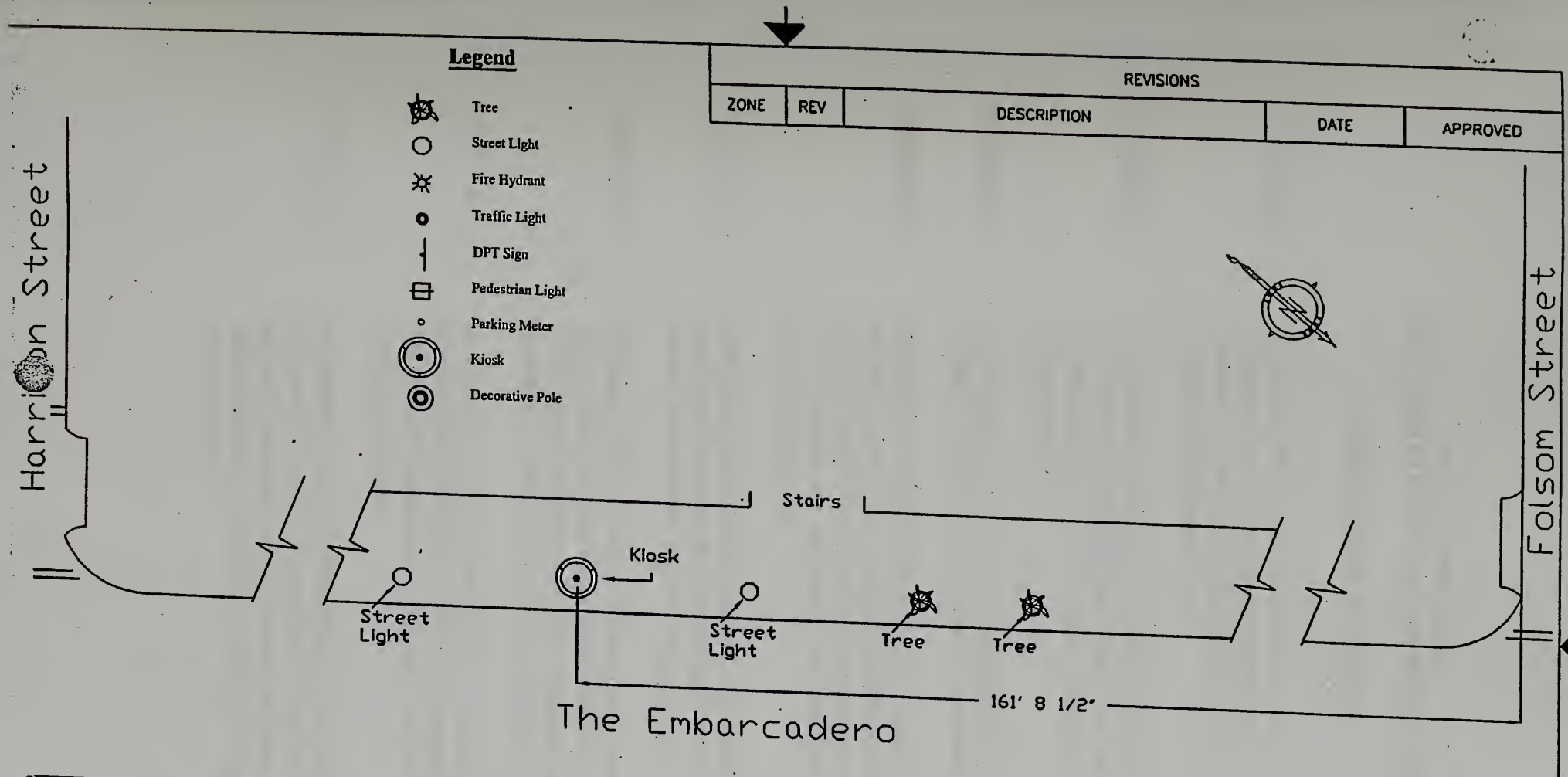
WHEREAS, the amended contract requires that if an odd number of automatic toilets are proposed, the permitted number of public service kiosks shall be rounded up to the next whole number, requiring a total of five (5) public service kiosks to be installed for the proposed automatic toilet; and

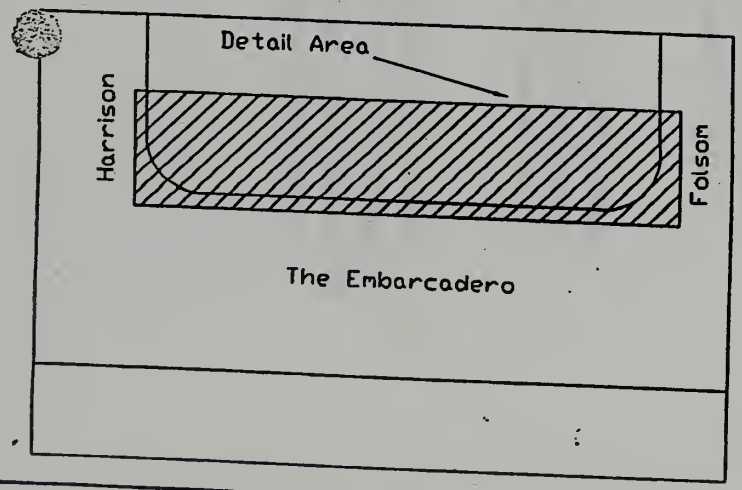
WHEREAS, pursuant to the amended contract, JCDecaux San Francisco will install and maintain, at no cost to the Port, the public toilets and public service kiosks on Port property; and

WHEREAS, pursuant to the contract, JCDecaux San Francisco will submit engineering drawings to secure all necessary permits from the Chief Harbor Engineer and other regulatory agencies with jurisdiction over the proposed facilities; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of one (1) automatic toilet located at Northbound Embarcadero, near the Fire Boat House at end of Harrison Street; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of five (5) public service kiosks pursuant to the City contract with JCDecaux San Francisco, but deferred the determination of acceptable locations to a later date; and now therefore be it





JCDecaux San Francisco, Inc.
470 Eighth Street
San Francisco, CA 94103
Tel: (415)487-2300
Fax: (415) 487-2303

Drawn By: Stephen M Whitlock

Date: May 24, 2000

San Francisco Kiosk

Preliminary Site Plan
The Embarcadero between Folsom & Harrison
Mid-Block West Side

SIZE A

DWG NO. PSK 237

REV

SCALE 1"=20'

PORT COMMISION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-56

WHEREAS, in April 1994 the Port Commission, the City and County of San Francisco, and JCDecaux San Francisco Inc. entered into a contract to install self-cleaning public toilets and public service kiosks on Port property; and

WHEREAS, in December 1998, the Port Commission, the City and County of San Francisco and JCDecaux San Francisco Inc. entered into an amended and restated Automatic Toilet and Public Service Kiosk Agreement; and

WHEREAS, the amended contract requires that a total of 4.5 public service kiosks be installed for each one (1) automatic toilet installed; and

WHEREAS, the amended contract requires that if an odd number of automatic toilets are proposed, the permitted number of public service kiosks shall be rounded up to the next whole number, requiring a total of five (5) public service kiosks to be installed for the proposed automatic toilet; and

WHEREAS, pursuant to the amended contract, JCDecaux San Francisco will install and maintain, at no cost to the Port, the public toilets and public service kiosks on Port property; and

WHEREAS, pursuant to the contract, JCDecaux San Francisco will submit engineering drawings to secure all necessary permits from the Chief Harbor Engineer and other regulatory agencies with jurisdiction over the proposed facilities; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of one (1) automatic toilet located at Northbound Embarcadero, near the Fire Boat House at end of Harrison Street; and

WHEREAS, on March 25, 2001 by Resolution 01-22, the Port Commission approved the installation of five (5) public service kiosks pursuant to the City contract with JCDecaux San Francisco, but deferred the determination of acceptable locations to a later date; and now therefore be it

RESOLVED, that the Port Commission approves the installation of a public service kiosk at Southbound Embarcadero near Bryant Street as shown on the attached site map.

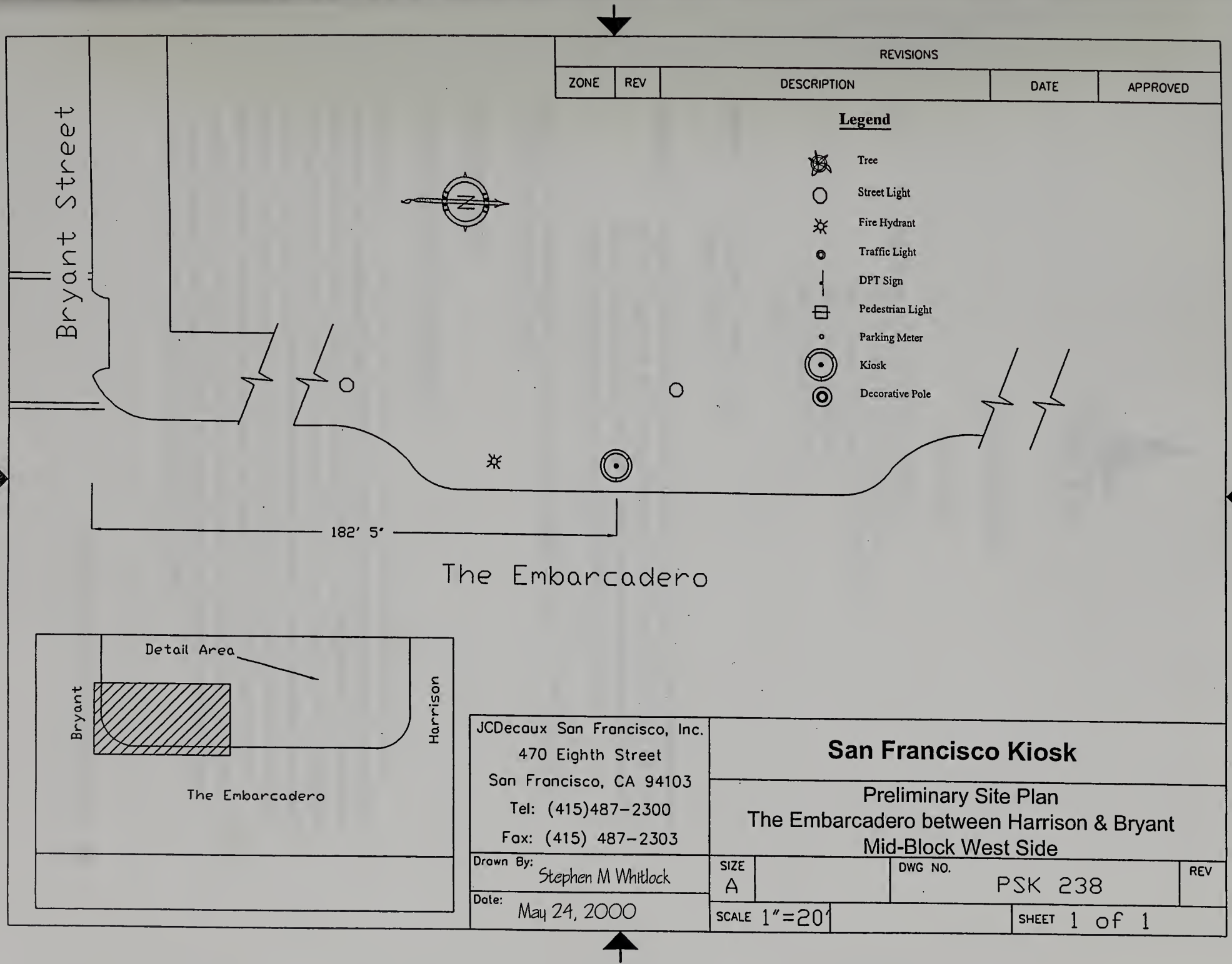
RESOLVED, that the above mentioned location is approximate and, if upon further technical investigations and discussions between the Executive Director and JCDecaux the site proves infeasible, the Executive Director is hereby authorized to approve minor modifications to the location to accommodate the placement of the Decaux facilities; and be it further

RESOLVED, that if JCDecaux finds any previously approved location to be infeasible as a kiosk site, they may propose an alternate or substitute location on Port property that shall be subject to Port Commission approval; and be if further

RESOLVED, that the Port Commission hereby approves Resolution No. 01-56.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of July 10, 2001.

_____
Secretary



REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED

JCDecaux San Francisco, Inc.
470 Eighth Street
San Francisco, CA 94103
Tel: (415)487-2300
Fax: (415) 487-2303

Drawn By: Stephen M Whitlock

Date: May 24, 2000

San Francisco Kiosk

Preliminary Site Plan
The Embarcadero between Harrison & Bryant
Mid-Block West Side

SIZE	DWG NO.	REV
A	PSK 238	

SCALE 1"=20'

SHEET 1 of 1

PORT OF SAN FRANCISCO

MEMORANDUM

July 5, 2001

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Brian McWilliams, Vice President
Hon. Denise McCarthy
Hon. Michael Hardeman
Hon. Pius Lee

FROM: Douglas F. Wong
Executive Director

SUBJECT: Authorization to enter into a contract modification with the consultant team led by Economics & Planning Systems, Inc. for an additional $120,000 for further assistance negotiating the development agreement and lease and conducting project review for the Bryant Street Pier Project.

DIRECTOR'S RECOMMENDATION: AUTHORIZE STAFF TO ENTER INTO CONTRACT MODIFICATION.

BACKGROUND

Consultant Request for Qualifications

On September 17, 1999, Port staff issued a request for qualifications from teams of consultants with multidisciplinary expertise to provide consulting services for waterfront planning and development projects ("Consultant RFQ"). The purpose of this Consultant RFQ was to create a list of Qualified Consultant Teams from which the Port could solicit proposals for planning and development consulting services. Each consultant team had to be led by a real estate economics consulting firm ("Lead Consultant"), and could include sub-consultants. Pursuant to San Francisco Administrative Code Section 12D, sub-consultant participation goals of 15% for Minority Business Enterprises (MBEs) and 5% for Woman Business Enterprises (WBEs) were established for the total contract dollars expended by the Port through this Consultant RFQ process.

This Print Covers Calendar Item No. **4B**

Responses to the Consultant RFQ were received from the following six consultant teams (listed alphabetically by the Lead Consultant):

- Bay Area Economics
- Economic & Planning Systems, Inc.
- Economic Research Associates
- Hausrath Economics
- Keyser Marston Associates, Inc.
- Sedway Group

Consultant Request for Proposals

In the Consultant RFQ process, 4 of the 6 teams indicated that they wished to be considered for the Bryant Street Pier Project: Bay Area Economics ("BAE"), Economic & Planning Systems ("EPS"), Economic Research Associates ("ERA") and Keyser Marston Associates ("KMA"). Because both ERA and KMA have or are currently providing consultant services to the Developer for this Project were not offered an opportunity to submit a proposal for consultant services to the Port for this Project.

On September 15, 2000, Port staff requested proposals from BAE and EPS to assist the Port on an as-needed basis during its analysis of the Project as proposed by the Developer, and throughout the negotiation of the lease and development agreement. The majority of the work includes analyses and recommendations regarding the functionality of the Cruise Terminal, alternative financing plans and strategies, and lease and development strategies and terms, and may include the following:

1. Conduct and evaluate proforma and other financial analyses for cruise terminal and mixed-use development alternatives, including analyses of cost estimates and revenue projections, alternative financing strategies and plans, market analyses and projections, etc.

2. Analyze proposed lease and development structure and terms, including financial terms and management and operations responsibilities; Assist the Port to prepare for and, if appropriate, attend negotiating sessions with Developer, to help the Port achieve the most favorable financial, management and operations terms for the Project.

3. Evaluate the design concepts for the cruise terminal development, including relationship to integrated and adjacent mixed-use development, functionality of the cruise terminal, programming for non-cruise events, etc., including ability to meet current and future cruise business projections in light of industry trends and San Francisco's unique cruise market.

4. Analyze the functionality of mooring options for cruise ships at the Pier, including analysis of dredge and fill requirements for each option.

5. Evaluate the adequacy of Developer's proposed infrastructure for the cruise terminal

including fendering, utilities, baggage handling systems etc., to support existing and future cruise industry needs.

6. Evaluate space planning and programming for cruise terminal operations including vehicular and passenger handling and flow, baggage and storage areas, intermodal connections, customs, security and circulation.

7. Evaluate options for ensuring public access and bon voyage areas that are consistent with terminal security, U.S. customs, BCDC and other regulatory requirements.

8. Analyze cruise terminal and overall project parking demand, evaluate proposed parking plan and, if necessary, propose alternative parking solutions.

9. Identify and/or evaluate viable options for programming the cruise terminal areas (indoors and outdoors) for alternative uses throughout the year.

10. Assist the Port in the analysis and/or development of management, marketing and operations plans for the Cruise Terminal.

11. Produce written reports and attend project meetings and Port Commission meetings, as requested by the Port.

EVALUATION OF PROPOSALS AND RECOMMENDATION

The two proposals submitted by BAE and EPS in response to the Consultant RFP were evaluated by Port staff using the evaluation criteria indicated in the Consultant RFP. The consultant team led by EPS received the highest overall score from Port staff, both before and after applying rating bonuses pursuant to Chapter 12D of the San Francisco Administrative Code.

Port staff therefore recommended and, the Port Commission unanimously agreed, that the Port should enter into a contract with the consultant team lead by EPS for the consulting services and the contract parameters indicated above in this Memorandum. Prior to commencing work, a contract was established for this work, with an initial budget set at $120,000. Funding for this consulting work was from previously appropriated Port capital funds. Staff stated that it would not exceed this budget without first seeking Port Commission approval.

Work Completed to Date

Since beginning work in November 2000, the Consultant Team has worked closely with Port staff on the following tasks, among others:

- Participated in a series of meetings with the Developer focused on a complete review of the Developer's assumptions regarding the development program and financial plan for the Project.

- Conducted market research to verify assumptions re: amounts and types of uses
- Evaluated the Developer's pro forma and other key assumptions
- Constructed a financial model for the project which is being used on an ongoing basis to analyze changing project economics
- Updated and revised financial model to reflect alternative project scenarios
- Reviewed and evaluated Developer's engineering and traffic assumptions
- Review and evaluated Developer's request to consider financing alternatives
- Attended semi-weekly meetings with the Port Staff and/or Development Team to review, analyze and reach agreement on project variables
- Attended Port Commission, Board of Supervisors and other hearings and meetings on the Project
- Worked with Port Staff to develop draft negotiating principles and term sheet table of contents
- Worked closely with the Port's Maritime staff for a series of meetings focused solely on the development and operation of the Cruise Terminal component of the Project, including:

    1. Evaluation of the design concept for the cruise terminal development, including relationship to integrated and adjacent mixed-use development, functionality of the cruise terminal, including ability to meet current and future cruise business projections in light of industry trends and San Francisco's unique cruise market.

    2. Evaluation of the adequacy of Developer's proposed infrastructure for the cruise terminal including utilities, baggage handling systems etc., to support existing and future cruise industry needs.

    3. Analyses of cruise terminal and overall project parking demand, and proposed parking plan.

    4. Evaluation of space planning and programming for cruise terminal operations including vehicular and passenger handling and flow, baggage and storage areas, intermodal connections, customs, security and circulation.

Request for Additional Funds

The initial project budget of $120,000 was based on a schedule which anticipated that the Project would be close to receiving approvals by the fall of 2001. The schedule and proposed project have changed for many reasons, which include:

- Lengthy discussions with BCDC and State Lands Commission staff's regarding project design, use and economics;

- Continuing refinement of the Cruise Terminal design to ensure that the Port's maritime objectives are fully met;

- Significant changes in and re-analysis of feasibility of office and residential retail space due to changes in the economic and regulatory environment.

Port staff anticipates that the Consultant Team will continue to be needed throughout the Fall and Winter of 2001-2002 as the Port and the Developer continue to revise and refine the Project, and as negotiations begin in earnest. We anticipate that the Consultant's work load and expense will continue at a pace similar to that of the past 8 months, necessitating an additional approximately $15,000 month or $120,000 through roughly February 2002. Funding would come from previously appropriated Port capital funds.

Staff Recommendation:

Approve an extension of the EPS contract and increase not to exceed $120,000 for Consultant Services for the Bryant Street Pier project

Prepared by: Byron Rhett
Director, Planning & Development

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-57

WHEREAS, In June 1997, the Commission adopted Resolution 97-50 adopting findings pursuant to the California Environmental Quality Act, and adopting the Waterfront Land Use Plan, including the Waterfront Design & Access element; and

WHEREAS, On May 25, 1999 the Port Commission adopted Resolution No 99-36 authorizing Port staff to issue a request for qualifications and proposals ("RFQ/P") for design and development of a first-class "James R. Herman International Cruise Terminal" and mixed-use development at Piers 30-32 and Seawall Lot 330 (together, the "Bryant Street Pier Project"); and

WHEREAS, On June 4, 1999, the Port issued an RFQ/P to design and develop the Bryant Street Pier Project, and

WHEREAS, On October 28,1999, LCOR San Francisco and San Francisco Cruise Terminal LLC ("SFCT") submitted proposals for the Bryant Street Pier Project; and

WHEREAS, On January 7, 2000, the Port Commission adopted Resolution 00-03, authorizing the Executive Director of the Port, or his designee, to execute an Exclusive Right to Negotiate agreement with SFCT, incorporating the economic parameters outlined in the January 7, 2000 Memorandum for Agenda Item 8A for the January 11, 2000 Port Commission hearing, with the understanding that the final terms and conditions of the Lease and related documents negotiated between SFCT and Port staff during the Exclusive Negotiation Period will be subject to the approval of the Port Commission; and

WHEREAS, Port staff on September 17, 1999 issued a request for qualifications from teams of consultants with multidisciplinary expertise to provide consulting services for waterfront planning and development projects, including Pier 45 Shed A ("Consultant RFQ"), and Port staff, with the assistance of representatives of the Human Rights Commission, undertook good faith efforts to ensure that disadvantaged minority and woman owned business enterprises were given an opportunity to submit a proposal or participate on a consultant team as a sub-consultant; and

WHEREAS, Responses to this Consultant RFQ were received from six consultant teams, all of which were determined by Port staff to met the Minimum Qualifications indicated in the Consultant RFQ, and all six consultant teams were placed on the list of Qualified Consultant Teams from which the Port could solicit proposals for specific consulting contracts; and

WHEREAS, Port staff on September 15, 2000 requested proposals from two Qualified Consultant Teams to assist the Port with negotiating the development agreement and lease for the Project and to assist with Project review; and

WHEREAS, Responses to this Consultant RFP were received from two consultant teams, led by Bay Area Economics ("BAE"), and Economics and Planning Systems, Inc ("EPS"); and

WHEREAS, Port staff evaluated the proposals submitted by BAE and EPS using the evaluation criteria indicated in the Consultant RFP, and rated the proposal submitted by the consultant team led by EPS higher than that submitted by the consultant team led by BAE; and

WHEREAS, On November 1, 2000 the Port Commission adopted Resolution No. 00-81 authorizing the Executive Director of the Port, or his designee, to enter into a contract with EPS for the consulting services indicated in the Memorandum for Agenda Item No. 6A for the November 1, 2000 Port Commission meeting; and

WHEREAS, As set forth in the Memorandum Agenda Item No. 6A for the November 1, 2000 Port Commission meeting, a contract was entered into with EPS and must now be modified to add additional funds; therefore, now be it

RESOLVED, That the Port Commission hereby authorizes the Executive Director of the Port, or his designee to enter into a contract modification for the Contract with EPS in an amount not to exceed $120,000 for the consultant services set forth in the Contract.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of July 10, 2001.

_____
Secretary

PORT OF SAN FRANCISCO

MEMORANDUM

July 5, 2001

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Brian McWilliams, Vice President
Hon. Denise McCarthy
Hon. Michael Hardeman
Hon. Pius Lee

FROM: Douglas F. Wong
Executive Director

SUBJECT: **Request for approval of amendments to the Waterfront Land Use Plan, Waterfront Design & Access Element.**

DIRECTOR'S RECOMMENDATION: APPROVE RESOLUTION ADOPTING CHANGES TO THE WATERFRONT LAND USE PLAN'S WATERFRONT DESIGN & ACCESS ELEMENT ADDRESSING OPEN SPACE DESIGN CRITERIA.

SUMMARY

With an overall goal of "reuniting the City with its waterfront", the *Waterfront Land Use Plan* includes the *Waterfront Design & Access Element* to define the built character of development and open spaces on the waterfront. The *Waterfront Design & Access Element* currently includes 'Qualitative Design Standards' for creation of the 'PortWalk' – which is described as a series of connected public access areas, plazas and waterfront walkways that form an integrated open space network. Since adoption of the Standards, Port staff has worked further with the Waterfront Design Advisory Committee to prepare more detailed PortWalk Design Criteria (Design Criteria) – "a common body of knowledge to be used for designing and reviewing public open spaces." The PortWalk Design Criteria build upon the existing design guidance in the *Waterfront Design & Access Element* by providing more specific direction on the design of features or treatments (e.g. railings, pavements, benches, lighting) in public open spaces to ensure harmony among different public access improvements developed over time. The Design Criteria will provide a foundation for design decisions in public spaces along waterfront edges and piers. To incorporate the proposed design criteria and recently adopted BCDC Special Area Plan amendments, the Public Access & Open Space Policy chapter of the *Design & Access Element* (pages 20-31) is proposed to be reorganized. A summary of the proposed 'Design Criteria is provided below. The proposed amendments to the *Design & Access Element* incorporating the Design Criteria and reorganized format is attached as Exhibit 1.

This Print Covers Calendar Item No. **4C**

BACKGROUND

The Port's Open Space System

The *Waterfront Land Use Plan* refers to the Port's open spaces as the "PortWalk" – an integrated network of public walkways and open spaces that allow you to follow the edge of the Bay along the Port of San Francisco waterfront. The PortWalk are the public spaces that extend out onto piers and the continuous public walkway along The Embarcadero and other waterfront edge streets. Herb Caen Way along The Embarcadero Roadway, Pier 7, and South Beach Park are major sections of the PortWalk already in place. As new projects are developed along the waterfront, new plazas, perimeter pier access and other open spaces will expand the PortWalk.

The Public Access and Open Space chapter in the *Waterfront Design & Access Element* includes policies for directing how the Port's open space system will evolve. The proposed Design Criteria would complement these policies and also add the following policy on page 21 that directs the architectural character of improvements to open spaces:

> **Character**
> **Emphasize San Francisco's waterfront setting by designing most public open spaces as an architectural backdrop to the waterfront's spectacular natural and built features.** Improvements to the PortWalk should be simple and minimalist in form and character to allow the natural beauty of the waterfront and its view to and from the Bay to cast the strongest visual image. Certain locations along the waterfront that are planned for major development or large open spaces may warrant different design features reflective of their use or area (e.g. PacBell Ballpark, Ferry Building).

New specific standards are described for two topics on page 37: Bulkhead Building Colors and Bulkhead Lighting. These standards were developed in consideration of the building's potential historic status, and by using lighting and color consultants and extensive testing and public review.

Design Criteria that describe qualitative performance measures are proposed for the following types of architectural components commonly found in the Port's waterfront open spaces:

- Benches
- Trash & Recycling Containers
- Railings and Bullrail Edges
- Paving
- Planting
- Pier Apron Lighting
- Interpretive Signage

Proposed design criteria for each of these elements is described in greater detail on pages 36-41 of the *Design & Access Element* and also in the proposed Appendix (both sections attached). The Design Criteria for each type of open space improvement was developed and guided by the following four principles (page 36) to ensure they be appropriately designed for the waterfront:

> **Functionally Appropriate** – Open space improvements should first be functionally appropriate for their intended purpose.
> **Character** – Open space elements should complement and enhance the waterfront setting.
> **Durability** – Materials should be selected and designed for permanence, waterfront

conditions and a high level of public use.
Maintainable – Open space elements should be designed for achievable maintenance requirements.

Modifications to the Waterfront Design & Access Element
In addition to the above Design Criteria and the "Character" policy being added to the Public Access and Open Space chapter of the *Waterfront Design & Access Element*, the proposed page 33 discussing "Perimeter Access Design Criteria" is also recommended for adoption by the Waterfront Design Advisory Committee. This page discusses typical solutions for laying out seating areas, walking areas and site furnishings on the perimeter of wharves and piers.

The Public Access and Open Space chapter is also shown in a reformatted layout to enhance clarity of the information. The "Summary of Public Access and Open Spaces" is moved forward in the document to immediately follow the policies on page 21. The Summary is also reorganized to show open spaces by geographic location instead of the existing Summary that describes open spaces by type (e.g. pier, historic ship, natural area, etc.). BCDC amendments from the Special Area Plan adopted in July 2000 are also incorporated and a number of minor non-policy text changes are included to accommodate the reorganization.

Environmental Review
The Planning Commission certified a Final Environmental Impact Report (FEIR) for the Waterfront Land Use Plan and accompanying Waterfront Design & Access Element on January 9, 1997. The proposed changes to the Design & Access Element that address design criteria were considered in the original analysis for the FEIR.

Public Review
The PortWalk Design Criteria were developed at the suggestion of the Waterfront Design Advisory Committee and prepared with their guidance and continual input. The Design Criteria were then presented to and reviewed by the American Institute of Architects, SPUR, the Board of Directors for San Francisco Beautiful, and twice by the BCDC Design Review Board. The Design Criteria have enjoyed public and professional support from all of these boards and organizations. Most every review led to productive refinements of the documents, which are now proposed for commission approval as part of the *Waterfront Design & Access Element* of the *Waterfront Land Use Plan.*

Prepared by: Dan Hodapp
Senior Waterfront Planner

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 01-58

WHEREAS, the Port Commission adopted the Waterfront Land Use Plan and the Waterfront Design & Access Element on June 24, 1997, the product of an intensive, six-year public planning process that is the comprehensive document describing where existing and new land uses will be located during the next 20 years; and

WHEREAS, with an overall goal of reuniting the City with the waterfront, the *Waterfront Land Use Plan* calls for preparing guidelines for Port property that further define the character of development on the waterfront; and

WHEREAS, within the Waterfront Design & Access Element, the Public Access and Open Space chapter identifies Qualitative Standards for the development of open spaces; and

WHEREAS, a five member Waterfront Design Advisory Committee was formed pursuant to Planning Code Section 240 to review the design of major waterfront development projects and the Committee has recommended the preparation and adoption of PortWalk Design Criteria and other related amendments to the Waterfront Design & Access Element; and

WHEREAS, Port staff has prepared draft PortWalk Design Criteria and amendments to the Public Access and Open Space Chapter of the Waterfront Design & Access Element dated June 20, 2001, and reviewed and incorporated in this draft, comments received from the American Institute of Architects, SPUR, San Francisco Beautiful, and the BCDC Design Review Board; and

WHEREAS, on January 9, 1997 the City Planning Commission certified the Final Environmental Impact Report (FEIR) for the Waterfront Land Use Plan and the Waterfront Design & Access Element that included preparing design guidelines for the waterfront; and

WHEREAS, under CEQA Guideline Section 15162, no new information of substantial importance has become available, no modification to the project has occurred that would require important revisions to the Waterfront Land Use Plan FEIR, and no substantial changes have occurred with respect to the circumstances under which the project is undertaken, since the Planning Commission certified the FEIR, therefore, there is no need to prepare an addendum or supplement the FEIR or recirculate the FEIR; now, therefore be it

RESOLVED, that the Port Commission hereby approves the PortWalk Design Criteria and other modifications to the Public Access and Open Space chapter of the Waterfront Design & Access Element including the Design Criteria Appendix C, as indicated in the Memorandum and Exhibit 1 for Agenda Item No. 4C for the July 10, 2001 Port Commission meeting.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of July 10, 2001.

_____
Secretary

draft
June 20, 2001

Public Access and Open Space

The Port's network of existing and future public access and open space areas is one of the City's most significant waterfront resources. It extends the City's park and open space system, connects the City with the expansive waters of the Bay, and offers tremendous opportunities for public enjoyment of the waterfront.

This section provides an overview of the primary waterfront public access and open space policies, a summary description of the Port's open spaces and public access areas, and standards and criteria that addresses the location and siting of open spaces and the character of improvements within those spaces.

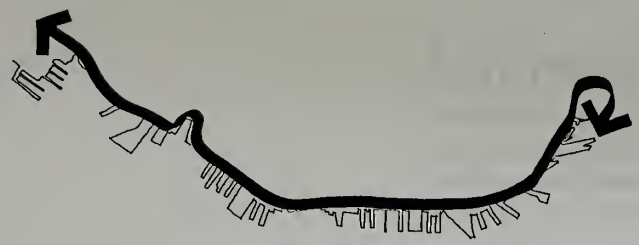
Public Access & Open Space Policies

The Port's public access and open space plan reflects five primary policies: a 'continuous' public access and open space program that encourages people to explore the entire waterfront; a 'sequence' of significant open spaces occurring at frequent walkable intervals; a 'variety' of public access and open spaces to experience the waterfront's many activities; public access and open spaces which provide 'connections' between the City and the Bay; and open space 'character' that is an architectural backdrop to the magnificence of the Bay. In developing new public access and open space, the Port will build upon its base of existing public access and open space, create opportunities for people to explore the entire waterfront through a variety of recreational opportunities and connections with the water, and provide opportunities for spectacular views of the Bay and its maritime activities. In addition, the Waterfront Land Use Plan calls for the creation of a 'PortWalk' along the waterfront that integrates new public access and open space on piers with the Port's continuous waterfront walkway. Concepts for the design and qualities of the 'PortWalk' and other public access to be included as part of pier development are discussed on the following pages.

Pier 7 public access and fishing pier

EXHIBIT 1

Draft
June 20, 2001



Continuity

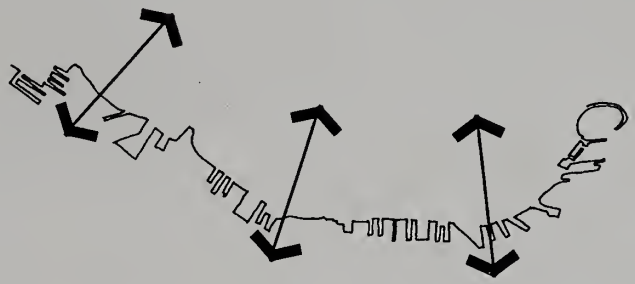
Develop a continuous waterfront walkway that connects public access, open spaces and activity areas from Fisherman's Wharf to Pier 70. The Embarcadero Promenade already provides a major portion of this walkway from Pier 39 to South Beach. Proposed future walkway improvements from China Basin to Pier 70 and improvements to the Jefferson Street sidewalks in Fisherman's Wharf will improve pedestrian access and enjoyment and will complete a continuous walkway along the waterfront. This concept is a fundamental part of the PortWalk, which will extend public access onto piers.

Sequence

Create a sequence of major open spaces and Open Water Basins that occur frequently and regularly at significant points along the waterfront. East Wharf Park at Pier 39, Pier 7, the Ferry Building (Harry Bridges Plaza) and South Beach Park are major existing open spaces north of China Basin. They will soon be joined by a landscaped park at Rincon Point. Additional future open spaces at Fisherman's Wharf, Northeast Wharf at Pier 27, Brannan Street Wharf, and in the Mission Bay area also will contribute to this network. These open spaces will be complemented by a variety of smaller open spaces on piers and in other locations along the waterfront. Existing Open Water Basins at Broadway and Rincon Point will be complemented by new Open Water Basins at the Northeast Wharf and Brannan Street Wharf, and new open water areas between Piers 15 and 17 and at Piers ½, 2 and 24.

Variety

Develop a variety of public access and open spaces that offer many recreational opportunities and enhance other uses along the waterfront. The waterfront has a variety of public access and open spaces including natural areas, landscaped parks, plazas, waterfront walkways and open water areas. New public access and open space should continue to expand the diverse opportunities for recreation, views and appreciation of the waterfront and the Bay.



Connection

Design public access and open spaces to encourage connections between the City, the waterfront and the Bay. Many people will be drawn to those waterfront access areas, which are most visible from the City. New public access and open spaces should therefore be designed to maximize visibility or other connections between the City, the waterfront and the Bay.

Character

Emphasize San Francisco's waterfront setting by designing most public open spaces as an architectural backdrop to the waterfront's spectacular natural and built features. Improvements to the PortWalk should be simple and minimalist in form and character to allow the natural beauty of the waterfront and its view to and from the Bay to cast the strongest visual image. Certain locations along the waterfront that are planned for major development or large open spaces may warrant different design features reflective of their use or area (e.g. PacBell Ballpark, Ferry Building).

draft
June 20, 2001

Summary of Public Access and Open Spaces

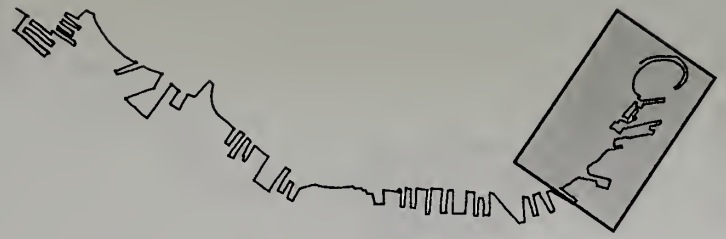
The development of the industrial and maritime Port from the 1860's through the 1930's offered few opportunities for public access or open space. Over the last 20 years, however, the shift of industrial activities to the southern waterfront and land use changes along the northern waterfront between China Basin and Fisherman's Wharf have encouraged the development of public access and open spaces on Port property.

Waterfront Plan policies call for developing additional public access, open spaces and other uses to attract people to the waterfront as part of maritime mixed-use projects. These new projects will incorporate recreation-oriented maritime and commercial uses and new public access and open space improvements. The Port will further improve waterfront public access by providing major public open spaces, such as Rincon Park, and new open spaces in Fisherman's Wharf, the Northeast Waterfront and South Beach.

The following pages provide a brief description of existing and planned public access and open spaces on Port property. The network of open spaces is organized on the folllwing pages by subareas: Fisherman's Wharf, Northeast Waterfront, Ferry Building, South Beach, Mission Bay, and the Southern Waterfront.

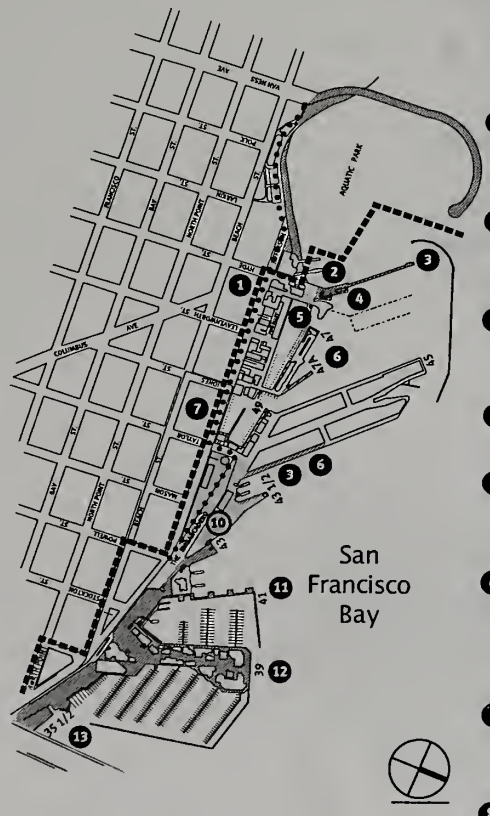
Plaza and park amenities included as part of new developments in the South Beach area

draft
June 20, 2001



Fisherman's Wharf

Fisherman's Wharf has a variety of types of open spaces to observe the fishing industry, learn about maritime history, or take in views of the north Bay. There are open spaces for viewing on Piers 39, 41, 43 and 43½. The Hyde Street Pier is the home to the San Francisco Maritime National Historical Park with its collection of tall ships and other boats, and the Fisherman's Wharf Interpretive Signage program provides a fun and memorable self-guided tour of the fishing industry.



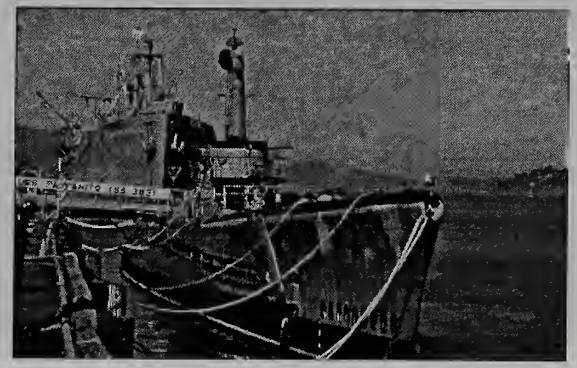
Fisherman's Wharf

Existing

1. **Jefferson Street Sidewalk**
   Sidewalk connecting the Embarcadero Promenade to Aquatic Park from Powell to Hyde Streets.
2. **Swimming and Rowing Club Docks**
   Public access to swimming and rowing club docks which are within Port jurisdiction.
3. **Hyde Street Pier**
   San Francisco Maritime National Historic Park -- historic ships and related exhibits located at the foot of Hyde Street.
4. **San Francisco Maritime National Historical Park**
   On the Hyde Street Pier in Fisherman's Wharf.
5. **Hyde Street Harbor**
   Pier edge access at the entrance to the fishing harbor immediately east of the Hyde Street Pier.
6. **Fisherman's Wharf Interpretive Signage Program**
   Interpretive sign program describing the fishing industry through Fisherman's Wharf between Powell and Hyde Streets.
7. **Inner Lagoon Walkways**
   Areas to view the fishing harbor adjacent to Jefferson Street between Taylor and Jones Streets.
8. **Pier 45 East Apron**
   Public access alongside existing Pampanito historic ship.
9. **Pampanito Submarine at Pier 45**
   Berthed along the east side of Pier 45.
11. **Pier 41**
    Ferry landing facilities and public access pier.
12. **Pier 39/Aquarium**
    Commercial recreation uses, central plazas, and perimeter access. Also included are landscaped open spaces adjacent to The Embarcadero.
13. **Sydney Rudy Waterfront Park, East Wharf Park**
    Lawn and children's play area fronting on the Embarcadero between Piers 35 and 39.

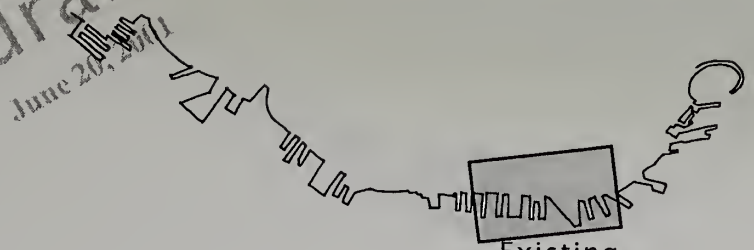
Future

10. **Fisherman's Wharf Plaza**
    Opportunity to develop a major public plaza extending to the Bay in the area generally bounded by Jefferson, Taylor, and Powell Streets and the Bay.



Pampanito submarine at the east side of Pier 45.

draft
June 20, 2011



Northeast Waterfront

Public access and open spaces in the Northeast Waterfront combine the "Herb Caen Way" (Embarcadero Promenade) with a variety of public aprons along the historic "finger piers". Also included is the spectacular Pier 7 public access and fishing pier and a planned destination open space at Pier 27.

Existing

15 Pier 23
Improvements adjacent to the Promenade between Piers 23 and 27.

16 Wharf Improvements
Marginal wharf and pier edge improvements between Piers 7 and 9 and between Piers 9 and 15.

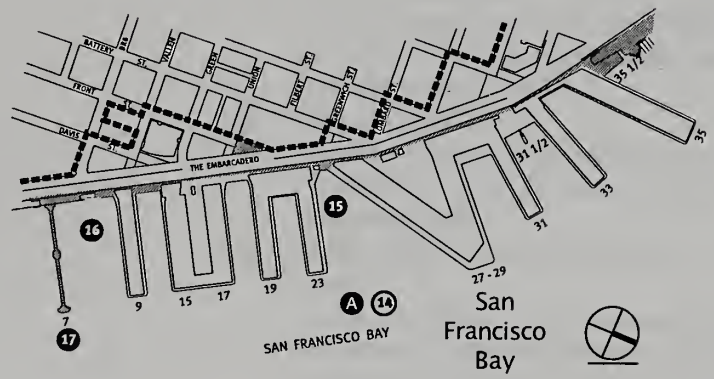
17 Pier 7
Public access and fishing pier at the foot of Broadway Street.

Future

14 Northeast Wharf
A new plaza to be developed by the Port adjacent to The Embarcadero at Pier 27.

New Open Water Basin

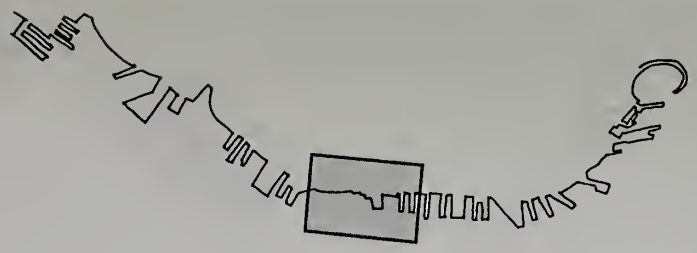
A Northeast Wharf Area



Northeast Waterfront

Pier 7

draft
June 20 2001



Ferry Building Area

The major open spaces in this area are centered around the attraction of the historic Ferry Building. The new Harry Bridges plaza on the City-side of the Ferry Building provides a grand civic forecourt to the Ferry Building that complements the adjacent Justin Herman plaza and park. The recently renovated Pier 1 includes complete perimeter access with viewing opportunities of the Ferry Terminal activities, and Rincon Park (construction 2001) will be a new two-acre landscaped park within walking distance of Downtown and South Beach.

Existing

⑱ **Ferry Boat Santa Rosa**
North side of Pier 3 adjacent to the Santa Rosa.

⑲ **Pier 1**
Perimeter access around Pier 1 and through the bulkhead rail corridor.

⑳ **Pier 1/2**
Public access walkway with views of ferry activities.

㉑ **Ferry Plaza**
Public plaza on the waterside of the Ferry Building that serves the Downtown Ferry Terminal

㉒ **Harry Bridges Plaza**
A new civic plaza on the City side of the Ferry Building located between the north and south lanes of the Embarcadero Roadway.

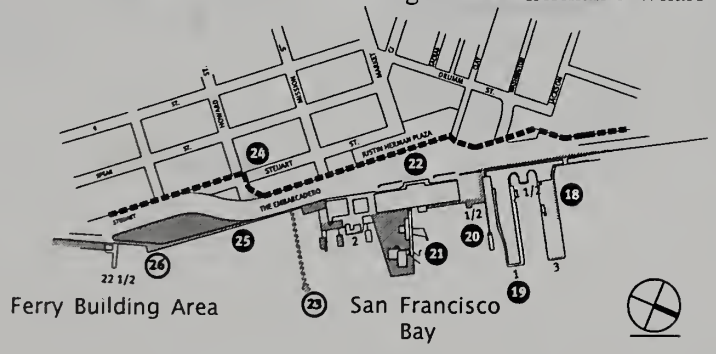
㉔ **Seawall Lot 347N**
An office building plaza with Bay views at the northeast corner of Howard Street and The Embarcadero.

㉕ **Herb Caen Way ("Embarcadero Promenade")**
25 foot wide (minimum) Embarcadero shoreline walkway with "Art Ribbon" project extending from Fisherman's Wharf to China

Future

㉓ **Ferry Terminal South Breakwater**
Public access on top of the breakwater located immediately south of the Downtown Ferry Terminal.

㉖ **Rincon Park**
A new landscaped park on the east side of The Embarcadero with views of the Bay Bridge, between Howard and Harrison Streets.



Harry Bridges Plaza on the City-side of the Ferry Buildling.

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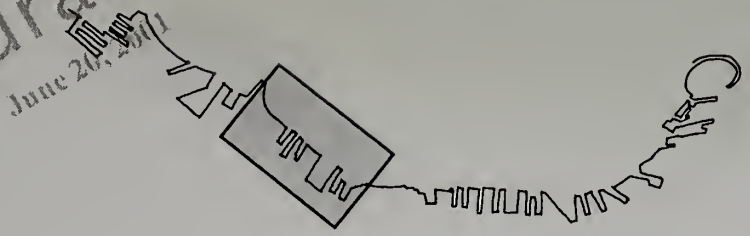
June 20, 2011



South Beach

South Beach is home to the new South Beach Marina and Park and the waterfront walkway on the edge of the new ballpark. The area is also planned to have a major new open space – the Brannan Street Wharf, to be constructed immediately south of the planned cruise terminal on Pier 30-32. Both the Brannan Street Wharf and the South Beach Park will serve the vibrant new South Beach neighborhood.

Existing

㉗ Jeremiah O'Brien
Last World War II liberty ship currently berthed at Pier 30-32 or at Fisherman's Wharf along Pier 45.

㉚ South Beach Harbor Public Access Pier
Recreational boat harbor and public access pier.

㉛ South Beach Park
Lawn and other park improvements adjacent to the South Beach Harbor and the ballpark.

㉜ Ballpark Public Access
Public access walkway extending along the waterside of the ballpark adjacent to China Basin Channel between South Beach Park and the Third Street Bridge.

Future

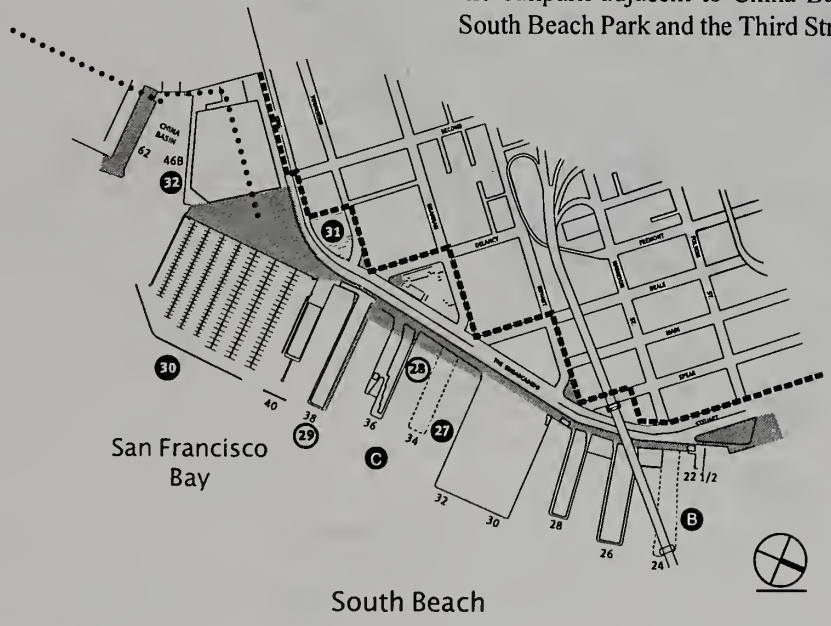
㉘ Brannan Street Wharf
A plaza and Promenade open space to be developed and financed by the Port, including the removal of Piers 34 and 36.

㉙ Pier 38
Perimeter pier edge access on Pier 38.

New Open Water Areas

Ⓑ Pier 24

Ⓒ Pier 34 and 36



PacBell Park and waterside Promenade.

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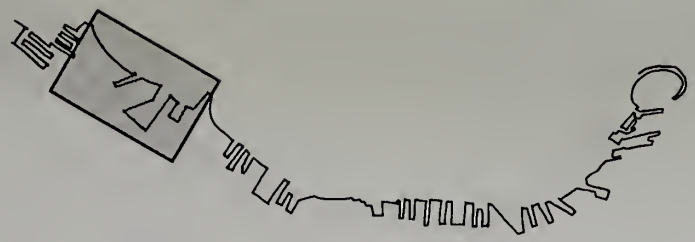
June 20, 2001



Mission Bay

The planned Mission Bay project adjacent to Port lands includes a complete open space system ranging from mini-parks, to landscaped boulevards, to a major waterfront open space east of the realigned Terry Francois Boulevard. The entire south edge of China Basin Channel will also be a landscaped park or other natural open space area.

Existing

35 Agua Vista Park
Planted area and fishing pier with views of Pier 70 along Terry Francois Boulevard in the Mission Bay area.

Mission Bay

Future

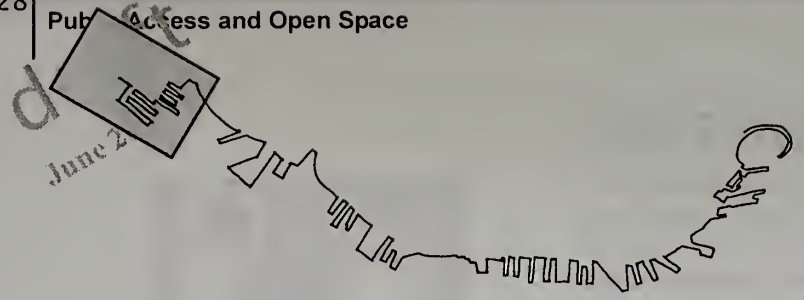
30 Mission Creek Harbor & South Shore Park
Landscaped park and plazas along the south side of China Basin Channel between Fourth and Sixth Streets. To be constructed with Mission Bay improvements.

31 China Basin Park
Landscaped park with ballpark and bridge views adjacent to China Basin Channel and Third Street.

32 Pier 52 Boat Launch
Public boat launch in the Mission Bay area with adjoining waterfront edge access.

33 Mission Bay Walkway
Waterfront walkway along Terry Francois Blvd. connecting the Third Street Bridge at China Basin with the Pier 70 area. To be constructed with Mission Bay improvements.

34 Mission Bay Open Space
Landscaped area adjacent to the Bay, along Terry Francois Boulevard between Mission Rock and 16th Streets. To be constructed with Mission Bay improvements.



Southern Waterfront

The most prominent open space in the Southern Waterfront area is the new Heron's Head Park located on the Pier 98 area. This new wetland and natural area was improved by the Port as a quiet place to enjoy bird watching, fishing or viewing the adjacent Pier 94-96 container terminal.

Existing

36 Warm Water Cove Park
Native planting and walkways at the foot of Twenty-Fourth Street.

37 Islais Creek
Public improvements coordinated by The Friends of Islais Creek on the north edge of Islais Creek east of Third Street.

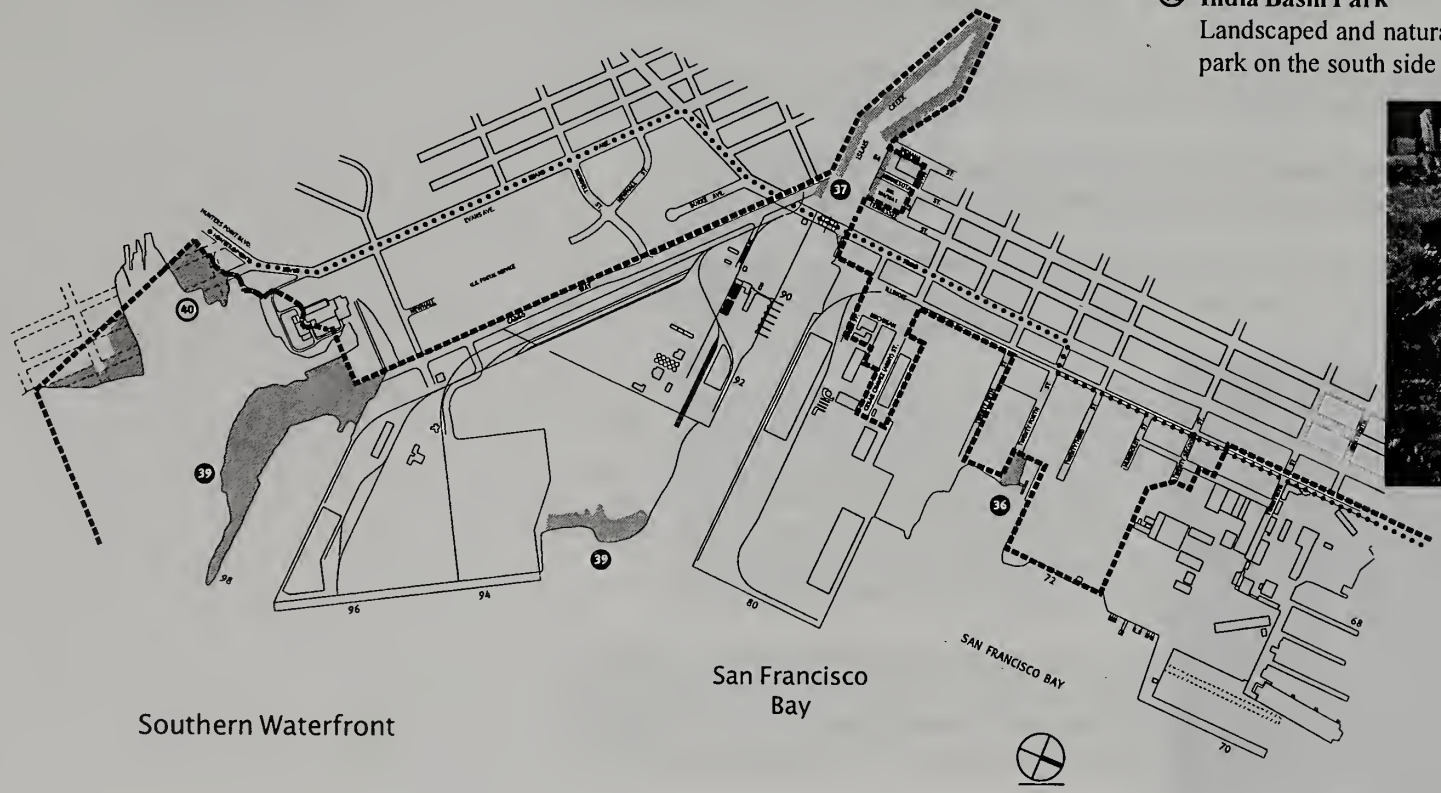
38 SWL 344 Existing Wetlands
North of Pier 94 in the Southern Waterfront area.

39 Heron's Head Park
Wetland and natural park located at Pier 98 between India Basin and Pier 96.

Future

40 India Basin Park
Landscaped and natural area that is part of a larger City park on the south side of India Basin.

Heron's Head Park

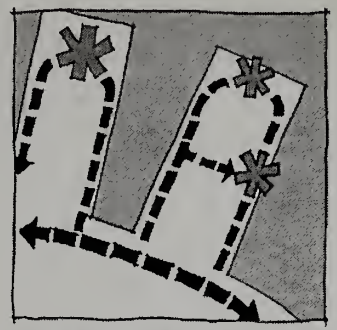


Southern Waterfront

San Francisco Bay

draft
June 20, 2001

The PortWalk



The PortWalk provides the ability to walk along the Port's waterfront roadways and out to destinations on piers.

The 'PortWalk' will be created through a combination of the continuous waterfront walkway along The Embarcadero Promenade – Herb Caen Way, and along other waterfront roadways, waterfront public plazas and parks, and public access on piers. There will be visible connections between public access and open spaces that complement development destinations over the water. On piers, the 'PortWalk' will take many different forms, depending on site location, view opportunities, and the type and design of the development project of which it is a part. It will include a "Bayside History Walk" to provide access behind and within historic buildings on piers.

PortWalk improvements will be created as Port property is redeveloped with new uses. Major developments on piers will be required to provide public access on the pier apron, a Bayside History Walk, and an additional public access area consistent with the project and size of the pier. These public access improvements also are required under planning policies of the San Francisco Bay Conservation and Development Commission, particularly in the *San Francisco Waterfront Special Area Plan* (BCDC-SAP). For major development on large piers, it is expected that a higher proportion of public access will be necessary than for finger piers. Smaller projects also will be required to provide maximum feasible public access consistent with the project.

The following pages describe siting and character design standards to be considered when developing or improving public access and open space areas on piers, the shoreline or wharf areas as follows:

- **General Siting and Location** – The placement of open space within a project, making the most of climate and views, making public spaces feel safe, and making open spaces and public access obvious and accessible to the public;
- **Perimeter Access on Piers** – How new or renovated piers can include perimeter public access;
- **Destination Open Spaces on Piers** – How new development on piers can include "Destination" open space areas that add recreational opportunities;
- **Bayside History Walk** – A public access walkway that creates physical and visual access to and through historic resources; and
- **PortWalk Design Criteria** – "Design Criteria" to ensure a consistent and complementary approach to the design of improvements and furnishings within open spaces.

Additional criteria are included in the BCDC-SAP in its General Policies, in its Geographic-Specific Policies for Fisherman's Wharf, and the Southern Waterfront, and elsewhere as indicated in the standards which follow.

Embarcadero Promenade is a part of the PortWalk

draft
June 20, 2001

General Siting and Location

New public access and open spaces should meet siting and location design standards that address placement of the open space within a project, how it visually and physically connects to The Embarcadero and the Bay, microclimate conditions, and security. These standards will be used to review the design of public access and open spaces in future projects. How the design standards apply varies depending on the size of the open space, location along the waterfront, type of adjacent or associated use, and location and type of other open spaces in the area. More specific design criteria for individual sites can be found in Chapter 4.

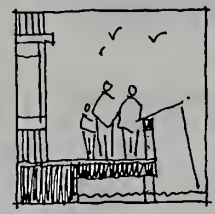
Connection to The Embarcadero

If not directly connected to the water's edge, new public access and open spaces should include a clear walkway or other circulation route identifying how to reach it from the Embarcadero Promenade.

Visible Connection to the Water

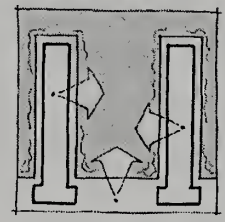
New public access and open spaces should include views to the Bay, maritime activities, and if feasible, the City. New public access and open spaces also should include contact with a pier edge, seawall edge, or other waterfront edge wherever feasible. (Refer to Chapter 3 Waterfront Views, and Chapter 4 Subarea Design & Access Criteria for a complete discussion of views. Also see BCDC-SAP Northeastern Waterfront "Waterfront Design Policies, Views Policies".)

Location of Required BCDC Public Access



BCDC public access policies require public access areas to be located at ground or platform level, be open to the sky (except limited covering is allowed if it enhances public access and does not support private uses above), and along the waterfront edge. Other uses may extend to the edge if the uses enhance the total project design and do not occupy more than 20 percent of the public access edge. Also see BCDC-SAP General policies.

Open Water Basins



To preserve views of the Bay as the predominant features between Pier 35 and China Basin, create Open Water Basins within which new fill should be limited, consistent with BCDC-SAP Northeastern Waterfront "Open Water Basin and Public Access Policies".

draft
June 20, 2001

General Siting and Location (continued)

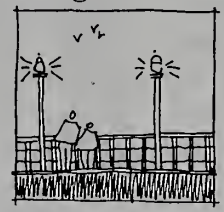
Commercial Facilities Within and Adjacent to Public Access and Open Space

Design public access so that the user is not intimidated nor is the user's appreciation restricted by structures or incompatible uses. Allow accessory commercial activities (e.g. food and beverage services, bike or skate rentals, ferry queuing) within open space and public access areas after maintaining adequate pedestrian circulation and minimizing blockage of the waterfront edge. Allow adjacent commercial uses (e.g. restaurants) to spill out onto public access and open space areas. Clearly delineate adjacent commercial uses areas from public use areas with signs, planting, fences, elevation changes, or other distinguishing characteristics.

Microclimate Conditions

The design and placement of new public access and open spaces should address microclimatic conditions by providing, for example, places that are sheltered from wind and places which receive maximum sun exposure.

Design For Security



The location of open spaces and their visibility from adjacent uses can affect the safety and comfort of the public. Open spaces and site improvements should therefore be designed to avoid concealed areas and include adequate lighting.

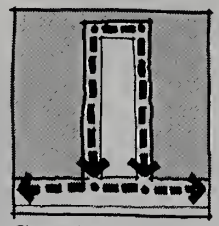
draft
June 20, 2001

Perimeter Access on Piers

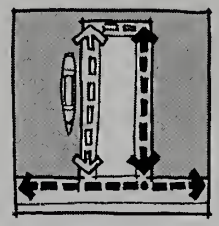
New major development on piers will include PortWalk public access around the pier perimeter to maximize contact between people and the water's edge. On the historic finger piers this is accommodated on the existing pier aprons which are generally about 20-feet wide or greater. Newly constructed, reconfigured, or renovated piers with new commercial or recreation uses should also include perimeter public access.

In certain instances, safety considerations or maritime operational needs (e.g. ship loading and service areas at the cruise terminal) may preclude complete perimeter access. In other cases, priority viewing locations or microclimate conditions may warrant emphasizing public access on certain sides over others. Site-specific situations are addressed in the Subarea Design and Access Criteria presented in Chapter 4. For example, the criteria for Piers 26-28 call for aligning pier public access with the Harrison Street view corridor, and creating a public access edge on the north side of Pier 26 to take advantage of spectacular City views. Shown here are just two examples of how PortWalk circulation on piers could be modified from the standard pier perimeter public access design.

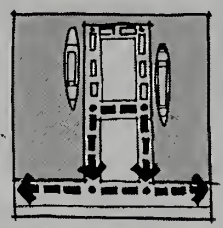
Many perimeter access layout options are possible



Standard: Perimeter Access



Alternative: Single Edge



Alternative: Half Pier

Edge circulation

draft June 20, 2014

Perimeter Access Design Criteria

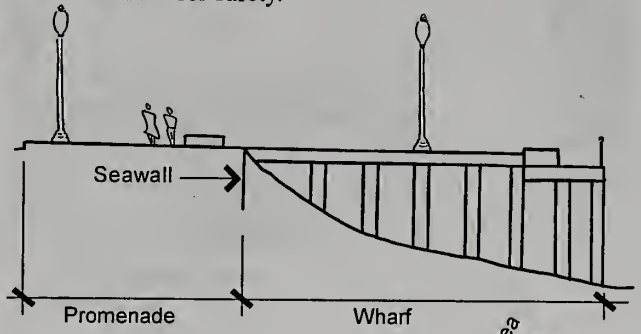
Open spaces and public access along pier aprons and wharf edges should be designed to take advantage of their unique location of being over the water and at its edge. Apply the following design criteria for open space and public access on pier aprons and wharf edges:

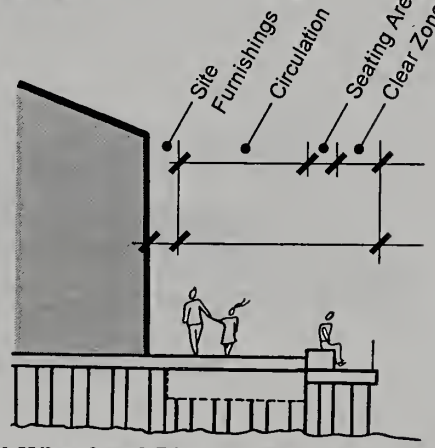
- Minimize the use and appearance of railings along the water's edge to take advantage of views;
- Allow circulation at the edge;
- Provide seating and a primary path of circulation along the apron;
- Place site furnishings – e.g. lights, commercial signage, and planters adjacent to the pier shed where they will not conflict with circulation.

The following illustrations show how pier and wharf edge layouts could meet the above criteria. Using bullrails at the edge or stepping the edge down provides the most visual access. Railings may be needed in some areas for safety.

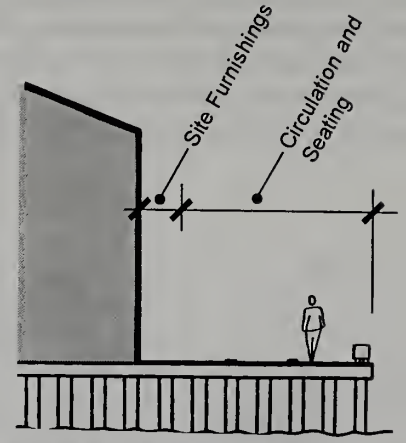
Wharves are structures that generally run parallel and adjacent to the seawall. Shown above is the wharf between Piers 17 and 19.

Piers extend out from the seawall edge. Shown above is Pier 9's south apron.

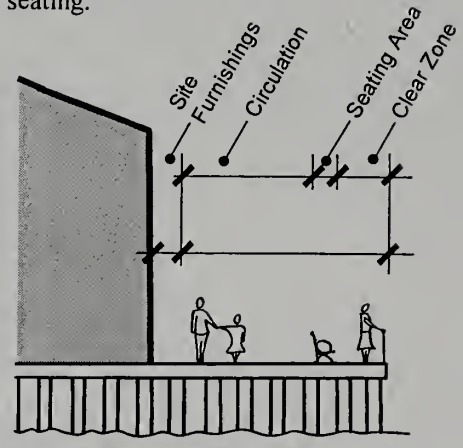




Stepped Wharf and Pier Aprons. The stepped apron minimizes the appearance of the railing while providing seating opportunities and the security of a railing that is sometimes necessary at the edge.



Flat Pier Apron with a Bullrail Edge. The bullrail edge maximizes views and accommodates boat tie-up. Bullrails are typically 12 by 12-inch wood set on 3 by 12-inch spacers. They may be located at the edge or slightly set back from the edge. Most of the apron is reserved for circulation and seating.

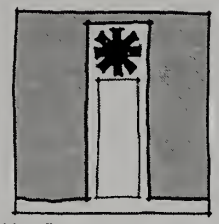


Flat Pier Apron with Railing Edge. If a railing is used at the edge of the apron, consideration must also be given to ADA accessible viewing opportunities.

draft
June 20, 2001

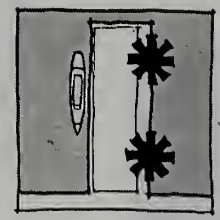
Destination Open Spaces on Piers

New pier developments will provide opportunities to create a variety of on-site public access and open spaces as part of the PortWalk. Destination open spaces vary in size and location. They may be at the far end of the pier to take advantage of spectacular views across the Bay, or set midway along a pier apron focusing on adjacent boats in the water and views back to the City or pier activities. They may be combined with commercial uses located next to important entrances, or be a quiet refuge away from the City. View opportunities, microclimate conditions and overall site planning will dictate the best locations for open spaces, whether at the edge or interior of the pier, or close to The Embarcadero. Taken together, there are innumerable combinations of circulation and destination public access designs that could be incorporated in new pier developments and integrated with pedestrian access from The Embarcadero to meet public access and open space policies and implement the PortWalk.



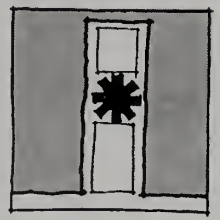
End

Pier End Destination

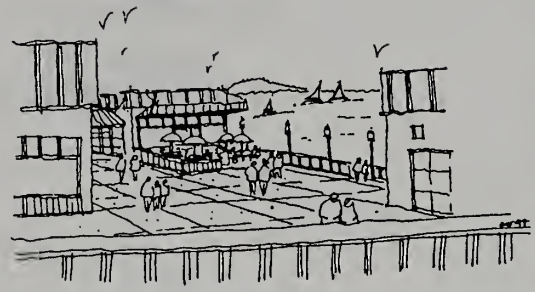


Edge

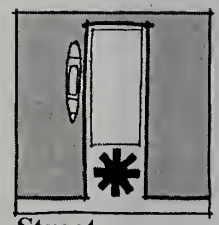
Edge Destination



Interior



Interior and Edge Destination

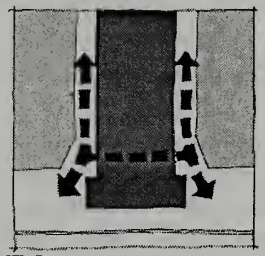


Street

draft
June 20, 2001

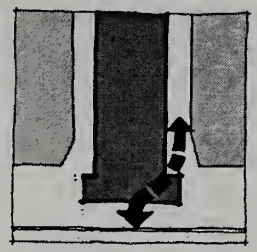
Bayside History Walk

The adaptive reuse of historic waterfront buildings in new developments presents the opportunity to create another way to explore San Francisco's historic waterfront. The 'Bayside History Walk' will be a part of these developments that will provide public access behind historic bulkhead and connector buildings to the Bay's intimate and quiet spaces. The Bayside History Walk will include views of the inner structure of the historic pier buildings and connections to pier aprons and walkways behind the bulkhead buildings. This Walk can be a self-guided tour of the waterfront with historic photographs, explanatory text and maritime artifacts. Below are illustrative examples of where this Walk could occur.



Edge

Behind bulkhead and connector building



Rail corridor through bulkhead

Rail corridor through Pier 1

draft
June 20, 2001

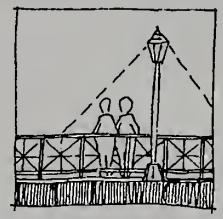
PortWalk Design Criteria

The PortWalk Design Criteria with accompanying examples of furnishings contained in Appendix C, give guidance for improvements within the Port's public access and open space system to ensure a certain standard of design consistency, while also preserving opportunities for creativity. The Design Criteria address the design and guide the selection for the following types of architectural components commonly found in the Port's waterfront open spaces:

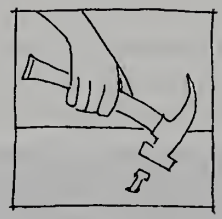
- Bulkhead Building Colors
- Bulkhead Lighting
- Benches
- Trash & Recycling Containers
- Railings and Bullrail Edges
- Paving
- Planting
- Pier Apron Lighting
- Interpretive Signage

Consistent with the Public Access and Open Space "Character" policy (on page 21) open spaces are to be improved as *"an architectural backdrop to the waterfront's natural and built features"*. This policy allows the natural beauty of the waterfront to be the strongest visual image, and directs open space improvements to be "simple" and "minimalist" in their design. Implementation of this policy through the PortWalk Design Criteria and accompanying examples in Appendix C, addresses the character of architectural components that are appropriate in waterfront open spaces.

The architectural improvements addressed in the PortWalk Design Criteria are not prescriptive (except for Bulkhead Building Colors and Bulkhead Lighting). Instead, the Criteria define recommended types of architectural improvements that also meet the following four general design principles for improvements within open space areas:



Functionally Appropriate–Open space improvements should first be functionally appropriate for their intended purpose.



Durability – Materials should be selected and designed for permanence, waterfront conditions and a high level of public use.

Character – Open space elements should complement and enhance the waterfront setting.

Maintainable–Open space elements should be designed for achievable maintenance requirements.

draft
June 20, 2001

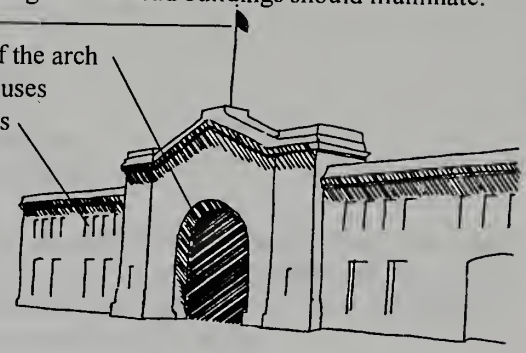
Design Criteria
Building Colors

The front and sides of historic Bulkheads and other similar buildings fronting the Embarcadero Roadway shall be painted standard Port colors. Standard colors shall also apply to historic structures on Pier 43, 45 and 48. Consult Port staff for specifications of standard Port colors for the Bulkhead buildings.

Design Criteria
Bulkhead Lighting

The following concepts shall guide lighting improvements on bulkhead buildings along the Embarcadero:

- The Ferry Building should be the dominantly lit building on the waterfront.
- The existing street lighting along The Embarcadero Roadway should be the main source of light on the bulkhead buildings.
- Any additional lighting on bulkhead buildings should illuminate:
  - The flag
  - The inside of the arch
  - Evidence of uses within buildings



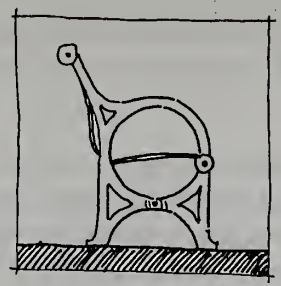
Consult Port staff for specifications on light fixtures for the flag and arch lighting. To provide lighting through street facing windows consider using independent light circuits to keep lights on through early evening hours.

Existing night view along The Embarcadero

draft
June 20, 2001

Design Criteria

Benches

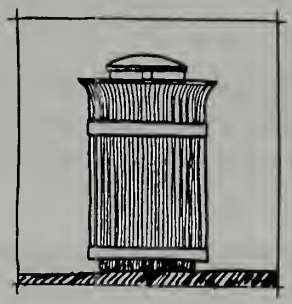


Benches let us know we are invited into a public area and provide us with a comfortable resting place. When selecting benches consider the criteria stated below. Benches should also include end and mid-rails at some locations for accessibility. Consider the following criteria for the selection of benches and refer to Appendix C for examples:

- Simple and Minimalist Form;
- Timeless Design;
- Comfortable;
- Durable and Maintainable Materials;
- Appropriate Scale for the Waterfront;

Design Criteria

Trash & Recycling Containers



Trash and recycling containers serve an important function in every open space. Their design should be noticeable without attracting unnecessary attention. Consider the following criteria for the selection of trash and recycling containers and refer to Appendix C for examples:

- "Background" Character;
- Simple or Minimalist Form;
- Functional;
  - Easy to Service;
  - Limit Blowing Debris;
  - Not Inviting to Birds;
- Durable and maintainable materials;
- Appropriate scale for the waterfront;

Recycling containers should be provided in some locations to accommodate the level of activity for the open space. Recycling containers can be a minor addition to a trash container in low intensity areas or may need to be separate containers for sorting of materials in higher use areas.

draft
June 20, 2001

Design Criteria
Railings

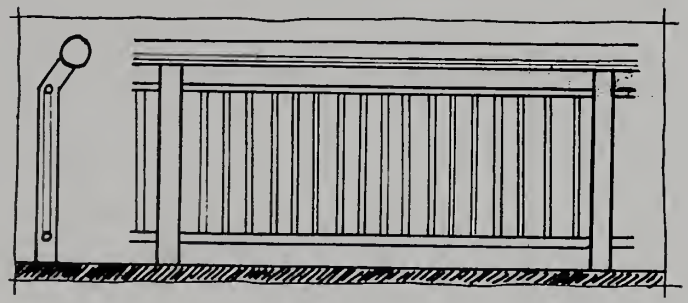
Railings and bullrails are both used along edges of pier aprons and marginal wharves. See page __ for typical edge treatment layouts. Railings for pier and seawall locations are discussed separately.

Bullrails are often a preferred edge treatment because of their minimal view blockage, ability to moor boats at them, and maintaining the waterfront character. Railings may be located in public access areas along non-maritime edges, or if determined necessary by the adjacent uses.

Consider the following criteria when selecting or designing railings and refer to Appendix C for examples:

- Top rail should be **inviting to lean on**;
- Railings should **not be easily climbable** (no climbable horizontal bars or cables);
- Create a **rhythm** established by a regular spacing of posts;
- Consider including a mid-rail slightly below the handrail for added interest;
- Consider using posts that break the line of the handrail to minimize the appearance of alignment imperfections;
- Maximize **transparency**;
- **Durable** and **maintainable** materials;
- Appropriate **scale** for the waterfront.

Sample sections of railings constructed on the project site may be required for design review on larger projects.



Design Criteria
Railings

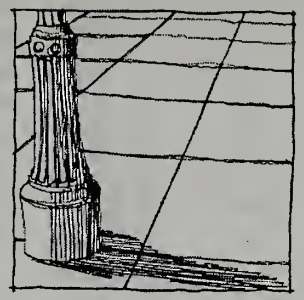
Seawall Railings

A railing located along a seawall marks the edge of the city – where land meets water. Because of the location on the edge of land, rather than on a pier over the water, a seawall railing should be a heavier design and use materials appropriate to its location on solid ground.

Consider the criteria cited for 'Railings' when selecting or designing seawall railings, with particular attention to the appropriate scale of a seawall location, and refer to Appendix C for examples.

draft June 20th 2001

Design Criteria
Paving



Continuing the paving of the heavily used Embarcadero Promenade onto other adjoining open spaces helps inform users that these areas are there for public use and they are invited to be there. The Embarcadero Promenade is a simple dark concrete with a five-foot scoring grid. Although not mandatory, this paving should always be considered as an option or as the dominant paving material in waterfront open spaces that are contiguous to the Embarcadero walkways. Accent paving of other colors or materials may also be used in combination with the dark concrete where appropriate, or the dark concrete may be selected as the unifying material in larger open spaces.

Design Criteria
Planting

Planting may be used to accent entries, create a more intimate scale, add color or shield the wind or sun. Historically plants were not commonly found on San Francisco's industrial piers. While proper use of plants may enhance an open space, plantings should be used carefully so as not to detract from historic character or from a pier or wharf's unique construction of being a structure over the water, rather than on solid land.

Consider the following criteria when including planting on pier or wharf open space areas:

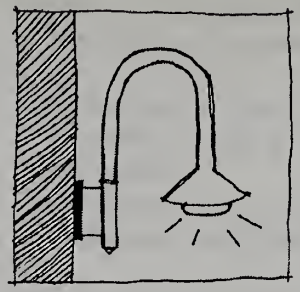
- Planting should be minimal on pier aprons, wharves, or near historic structures;
- Planting should be used only for up-close accent of entrances, cafe areas or other similar uses;
- Plants should be placed in pots or planters above the pier deck;
- Planting located along the pier apron should not be obvious from afar;
- Greater amounts of planting may be considered away from pier edges or inland from the seawall.

draft
June 20, 2001

Design Criteria

Pier Apron Lighting

San Francisco's historic "finger piers" have a unique linear shape being about 150 feet wide and 600-900 feet long. The historic pier sheds are simple industrial warehouse structures with regular spaced roll-up doors for servicing ships. Lighting the pier aprons for public access use should emphasize the length of the piers with a rhythm of doors, windows, perimeter lighting, and other edge improvements.



Lighting on pier aprons should meet the following criteria:

- Lighting along the apron adjacent to historic pier sheds should be attached to the shed or be on a pole very close to the shed;
- Accent the linear form of the piers using the rhythm of supports or openings on the sheds with regularly spaced fixtures;
- Lights should be shielded so that distant views of the pier, although noticeable, do not compete with City and Bay views;
- Additional lighting for entrances or other uses along pier edges should be shielded so as not to create bright spots or detract from the larger City and Bay views;
- Select fixtures and locations for lights that are not attractive as bird perches;

Design Criteria

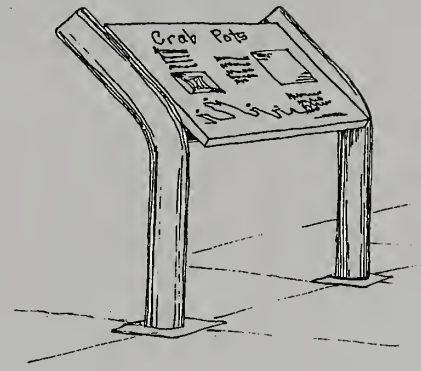
Interpretive Signage

Working maritime activities and rich history of the waterfront are interesting stories just waiting to be told. Interpretive signage exists along the Embarcadero Roadway, through Fisherman's Wharf and at Heron's Head Park. New open spaces, public access areas and sections of the Bayside History Walk should include interpretive signage to enhance the enjoyment of the waterfront. Consider the following criteria when developing content for interpretive programs:

- Include interpretive information in all major open spaces and other areas that have significant cultural, historic or educational interest and where possible along the Bayside History Walk;
- Coordinate content of interpretive information with that of nearby programs and signage; and
- Message content should appeal to a broad range of ages, interests, and ability to understand interpretive information.

Sign supports should have the following architectural characteristics:

- Simple or Minimalist Form;
- Durable and Maintainable Materials;
- Appropriate Scale for the Waterfront.



draft
June 20, 2001

Appendix C: PortWalk Design Criteria

The PortWalk Design Criteria give guidance for improvements within the Port's public access and open space system to ensure a certain standard of design consistency while preserving opportunities for creativity. The Design Criteria address the design and guide the selection for the following types of architectural components commonly found in the Port's waterfront open spaces:

- Bulkhead Building Colors
- Bulkhead Lighting
- Benches
- Trash & Recycling Containers
- Railings and Bullrail Edges
- Paving
- Planting
- Pier Apron Lighting
- Interpretive Signage

This appendix contains examples of the above components and includes the Design Criteria that should be considered when selecting furnishings and finishes. Neither the Design Criteria or the examples are intended to be prescriptive. Instead, the Criteria provide guidance for selecting improvements within open space areas that meet the use, character, durability and maintenance needs of the waterfront.

New waterfront development projects may incorporate architectural improvements shown in the Design Criteria or may select other fixtures and improvements if they are determined by the Port to meet the described Design Criteria for the particular component. This appendix may be updated from time to time as necessary without formal amendments to the Waterfront Land Use Plan or the Waterfront Design & Access Element.

draft June 29, 2001

Design Criteria

Benches

Benches let us know we are invited into a public area and provide us with a comfortable resting place. When selecting benches consider the criteria stated below. Benches should also include end and mid-rails at some locations for accessibility. Consider the following criteria for the selection of benches:

- Simple and Minimalist Form;
- Timeless Design;
- Comfortable;
- Durable and Maintainable Materials;
- Appropriate Scale for the Waterfront;

The following are examples of benches that could be appropriate along the waterfront.

Concrete Bench With Wood Slats.
Comfortable, durable, and maintainable.

Metal Framed Bench With Recycled Plastic Slats.
Simple, minimalist, comfortable, durable, and easy to maintain.

Cast Iron Benches With Wood Slats.
Timeless design, comfortable, durable and easy to maintain.

Bench mmx 1

Metal benches. Simple forms, low maintenance, and have some transparency.

Bench Rincon

draft
June 20, 2001

Design Criteria

Trash & Recycling Containers

Trash and recycling containers serve an important function in every open space. Their design should be noticeable without attracting unnecessary attention. Consider the following criteria for the selection of trash and recycling containers:

- "Background" Character;
- Simple or Minimalist Form;
- Functional;
  - Easy to Service;
  - Limit Blowing Debris;
  - Not Inviting to Birds;
- Durable and maintainable materials;
- Appropriate scale for the waterfront;

Recycling containers should be provided in some locations to accommodate the level of activity for the open space. Recycling containers can be a minor addition to a trash container in low intensity areas or may need to be separate containers for sorting of materials in higher use areas.

Recycling Containers. In larger or high use areas provide individual recycling containers that are designed similarly to the trash receptacles.

Trash 2

Concrete City Standard Trash Containers. Along the Embarcadero Promenade these conainers are painted grey to be compatible with other Embarcadero streetscape improvements.

Trash receptacles maintained by the Port should be a standard stock item that is durable and easy to service.

Trash mmx 3

Metal Trash Receptacles.
Simple form, durable, and have a cover to limit wind blown debris and birds.

draft
June 20, 2002

Design Criteria

Railings

Railings and bullrails are both used along edges of pier aprons and marginal wharves. See page __ for typical edge treatment layouts. Railings for pier and seawall locations are discussed separately.

Bullrails are often a preferred edge treatment because of their minimal view blockage, ability to moor boats at them, and maintaining the waterfront character. Railings may be located in public access areas along non-maritime edges, or if determined necessary by the adjacent uses.

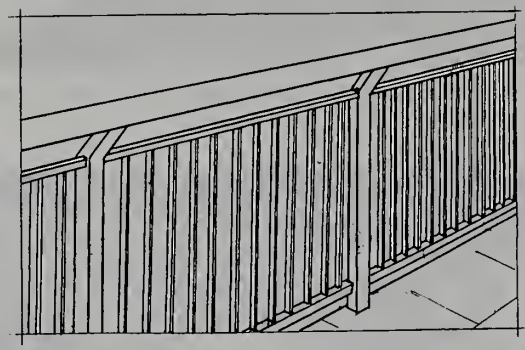
Consider the following criteria when selecting or designing railings:

- Top rail should be **inviting to lean on**;
- Railings should **not be easily climbable** (no climbable horizontal bars or cables);
- Create a **rhythm** established by a regular spacing of posts;
- Consider including a mid-rail slightly below the handrail for added interest;
- Consider using posts that break the line of the handrail to minimize the appearance of alignment imperfections;
- Maximize **transparency**;
- **Durable** and **maintainable** materials;
- Appropriate **scale** for the waterfront.

Sample sections of railings constructed on the project site may be required for design review on larger projects. The following is a sample of railing types that meet these criteria:

Metal Post/Panel Railing With Wood Top Rail. Top rail is inviting to lean on, it is not easy to climb, a rhythm is established by the posts and panels, and it appears transparent and durable.

Metal Railing With Kinked-Wire Panels. The railing has a rhythm of posts and panels, it is transparent, durable and appropriately scaled for the waterfront. Top rail could be more inviting to lean on.



Metal Railing With Pickets. Top rail is inviting to lean on, there is a rhythm of posts and pickets, it is transparent, durable, and appropriately scaled for the waterfront.

Pier 7 Railing. Top rail is inviting to lean on, it is not easily climbable, a rhythm is established through regularly spaced posts, ornamentation and midrail create interest, transparency is high, and the materials are durable and maintanable.

Railing P7-1

draft June 27, 2001

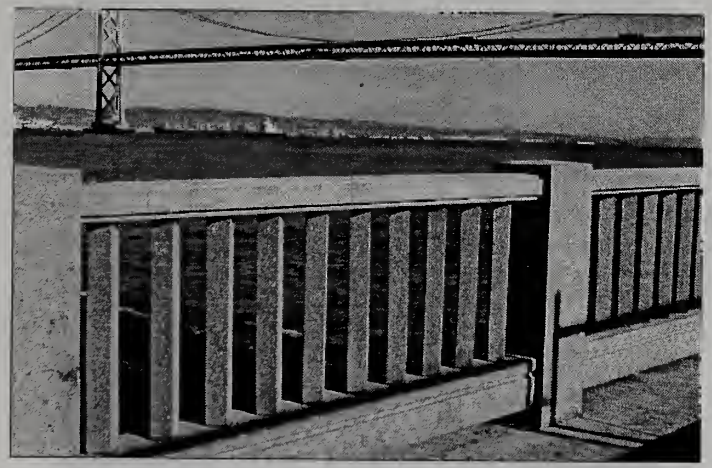
Design Criteria

Railings

Seawall Railings

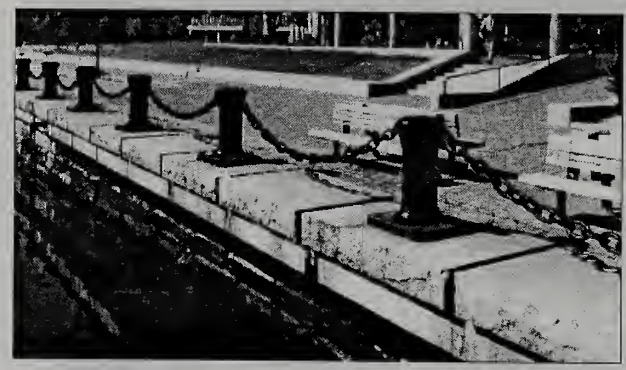
A railing located along a seawall marks the edge of the city – where land meets water. Because of the location on the edge of land, rather than on a pier over the water, a seawall railing should be a heavier design and use materials appropriate to its location on solid ground. Heavy bullrails, as described on the previous page may also be appropriate.

The following is a sample of railing types appropriate for a seawall location. Also consider the criteria listed for "Railings" when selecting or designing seawall railings.



Embarcadero Pre-cast Concrete Railing. Heavier design reflects its location on the seawall. The top rail is inviting to lean on, there is a rhythm of regularly spaced posts and pickets, and it is durable and easy to maintain.

Seawall edge, Riverfront Park, Chicago



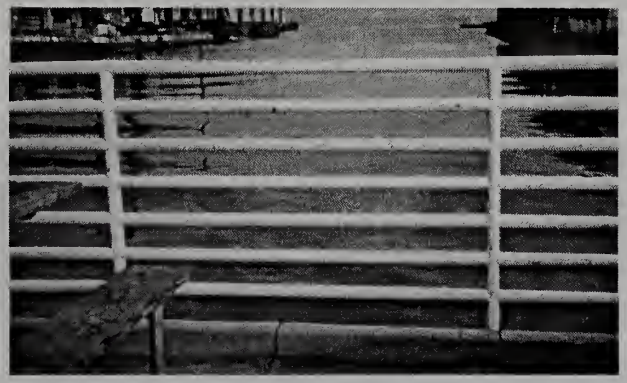
Seawall edge, Atlantic Avenue, Boston

draft
June 20, 2001

Design Criteria

Railings *(Not appropriate)*

Many rails are not appropriate for the waterfront due to lack of durability, being easy to climb, or not inviting to lean on. The following is a sample of railing types that should **NOT** be used along the waterfront.



Metal Railing with Horizontal Pickets. The top rail is not inviting to lean on, it is easy to climb, and there is no difference between the top rail, posts and the pickets.

Horizontal Cable Railing. The cables are easy to climb and are prone to stretching and breaking in high-public use areas.

Chain Link Fence with Wood Top Rail. Top rail does not appear strong enough or comfortable to lean on, it is not scaled appropriately for the waterfront and it is not of durable materials. Chain link may be used in certain locations on the waterfront if the described Design Criteria for railings is met.

Metal Picket Railing. It is not inviting to lean on, there is no difference between, post, or picket, and the galvanized metal without paint did not prove durable when exposed to salt spray.

draft
June 20, 2001

Design Criteria
Paving

Continuing the paving of the heavily used Embarcadero Promenade unto other adjoining open spaces helps inform users that these areas are there for public use and they are invited to be there. The Embarcadero Promenade is a simple dark concrete with a five-foot scoring grid. Although not mandatory, this paving should always be considered as an option or as the dominant paving material in waterfront open spaces that are contiguous to the Embarcadero walkways. Accent paving of other colors or materials may also be used in combination with the dark concrete where appropriate, or the dark concrete may be selected as the unifying material in larger open spaces.

Embarcadero Promenade

Design Criteria
Planting

Planting may be used to accent entries, create a more intimate scale, add color or shield the wind or sun. Historically plants were not commonly found on San Francisco's industrial piers. While proper use of plants may enhance an open space, plantings should be used carefully so as not to detract from historic character or from a pier or wharf's unique construction of being a structure over the water, rather than on solid land.

Consider the following criteria when including planting on pier or wharf open space areas:

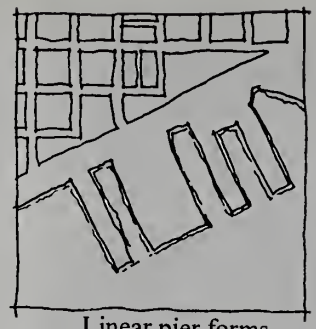
- Planting should be minimal on pier aprons, wharves, or near historic structures;
- Planting should be used only for up-close accent of entrances, cafe areas or other similar uses;
- Plants should be placed in pots or planters above the pier deck;
- Planting located along the pier apron should not be obvious from afar;
- Greater amounts of planting may be considered away from pier edges and inland from the seawall; and
- Planting should not obstruct pedestrian movement along pier aprons.

draft
June 20, 2001

Design Criteria

Pier Apron Lighting

San Francisco's historic "finger piers" have a unique linear shape being about 150 feet wide and 600-900 feet long. The historic pier sheds are simple industrial warehouse structures with regular spaced roll-up doors for servicing ships. Lighting the pier aprons for use as open space should emphasize the length of the piers with a rhythm of doors, windows, perimeter lighting, and other edge improvements.



Linear pier forms

Consider the following criteria when lighting pier aprons:

- Lighting along the apron adjacent to historic pier sheds should be attached to the shed or be on a pole very close to the shed;
- Accent the linear form of the piers using the rhythm of supports or openings on the sheds with regularly spaced fixtures;
- Lights should be shielded so that distant views of the pier, although noticeable, do not compete with City and Bay views;
- Additional lighting for entrances or other uses along pier edges should be shielded so as not to create bright spots or detract from the larger City and Bay views;
- Select fixtures and locations for lights that are not attractive as bird perches;

Pier sheds along the Northern Waterfront.

draft June 20, 2001

Design Criteria

Interpretive Signage

Working maritime activities and rich history of the waterfront are interesting stories just waiting to be told. Interpretive signage exists along the Embarcadero Roadway, through Fisherman's Wharf and at Heron's Head Park. New open spaces, public access areas and sections of the Bayside History Walk should include interpretive signage to enhance the enjoyment of the waterfront. Consider the following criteria when developing content for interpretive programs:

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- Coordinate content of interpretive information with that of nearby programs and signage; and
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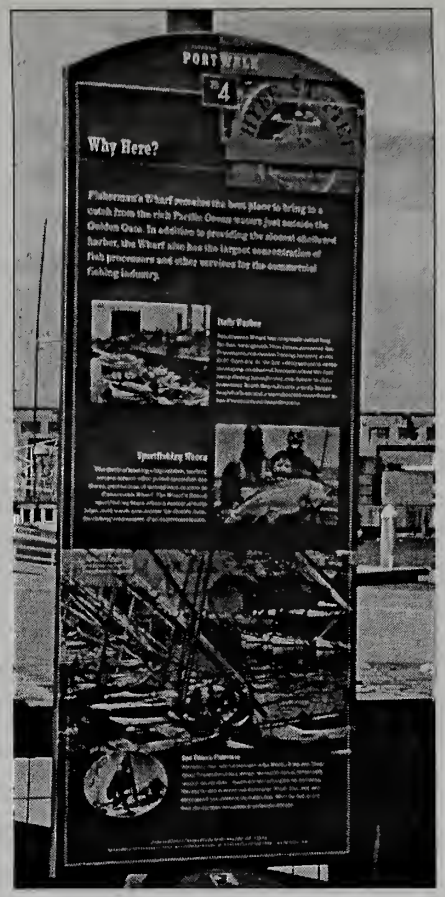
Sign supports should have the following architectural characteristics:
- Simple or Minimalist Form;
- Durable and Maintainable Materials;
- Appropriate Scale for the Waterfront;



The Fisherman's Wharf Interpretive Signage Program installed in April, 2001

PORT OF SAN FRANCISCO

MEMORANDUM

July 5, 2001

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Brian McWilliams, Vice President
Hon. Denise McCarthy
Hon. Michael Hardeman
Hon. Pius Lee

FROM: Douglas F. Wong
Executive Director

SUBJECT: Informational presentation on the proposals submitted in response to the Requests for Proposals for a Mixed-Use Project and a Non-Profit Arts Project, within the Pier 70 Mixed Use Opportunity Area.

DIRECTOR'S RECOMMENDATION: FOR INFORMATION ONLY; NO ACTION REQUIRED

This staff report provides information on the following two proposals submitted in response to the Requests for Proposals ("RFP") to lease and develop a (1) Mixed-Use Project and a (2) Non-Profit Arts Project, within the Waterfront Land Use Plan ("Waterfront Plan") Pier 70 Mixed Use Opportunity Area ("Opportunity Area"). The Opportunity Area is east of Illinois Street within the area between Mariposa and 22nd Streets (see attached Central Waterfront map).

Mixed Use Project RFP Respondent: AMB Property L.P. (a joint venture between AMB and AIG Global Real Estate Investment Corp., a subsidiary of American International Group (AIG))—Luis Belmonte, Bill Marino, Janice Thacher

Non-Profit Arts Project RFP Respondent: Managing Member, San Francisco Arts Future Consortium (SFAFC); Member Organizations Center for the Book, Dancers' Group, Joe Goode Performance Group, Lorraine Hansberry Theatre, New Langton Arts, Other Minds, San Francisco Art Institute, San Francisco Camerawork, San Francisco Jazz, San Francisco Shakespeare Festival; Fee Developer Wilson Equity Office & Wilson Meany—Tom Sullivan, Chris Meany

This report provides information regarding the Respondents for the Mixed-Use Project RFP and the Non-Profit Arts Project RFP.

This print covers Calendar Item No. **4D**

C T OF SAN FRANCISCO

BACKGROUND

Pursuant to the site specific process indicated in the Waterfront Plan for major development projects, the Port established a Pier 70 Advisory Group in March 2000 to provide input on the development goals and objectives for this Waterfront Plan Opportunity Area prior to issuance of an RFP. The Pier 70 Advisory Group provided Port staff input and guidance on Project Goals and Objectives ("Objectives") for development of the Opportunity Area,

In the course of the Advisory Group discussions, it became apparent that the Opportunity Area, then bounded by 18th Street and the block between 20th and 22nd Streets, should be expanded towards the north for better access to the Bay. The expansion area, Pier 66 and portions of Seawall Lots 345 and 349, included shoreline land from 18th Street north towards Mariposa Street. The Advisory Group also discussed the desirability of using a portion of the site to assist non-profit arts uses that are in need of additional space in San Francisco.

A Mayor's Office study of non-profit space needs in the City found that nearly one million square feet of non-profit space could be at risk over the next three years. The Mayor's Office requested that the Port explore the development of non-profit arts space within this Opportunity Area. On November 1, 2000, the Port Commission adopted Resolution No. 00-85 directing Port staff to issue an RFP to implement at least 150,000 square feet of non-profit arts space in the development of the Opportunity Area.

On February 27, 2001, the Port Commission adopted Resolution No. 01-12 adopting amendments to the Waterfront Plan to (1) modify the Opportunity Area to include Pier 66 and portions of Seawall Lots 345 and 349 and exclude Buildings 36 and 109, and (2) include "Artists/Designers" as an Acceptable Use within the Southern Waterfront Acceptable Land Use Table for the Opportunity Area, to facilitate development of non-profit arts space.

Immediately following this action, the Port Commission adopted Resolution No. 01-13 authorizing and directing Port staff to issue RFPs for the development and lease of the Site for (1) a Mixed Use Project and (2) a Non-Profit Arts Project. The attached Pier 70 Opportunity Area Map indicates the Mixed-Use Project Site (Parcels A-H) and the Non-Profit Arts Project Site (Parcel K).

The RFPs were subsequently issued on March 19, 2001, with Proposals due June 26, 2001. Notice of issuance of the RFPs was provided through publications in various local and nationally circulated newspapers and other publications, and by mail to a listing the Port staff maintain of interested parties and to a Human Rights Commission listing of certified business enterprises in relevant professions. Port staff conducted a pre-submittal meeting and site visit on April 4, 2001 for interested parties, and distributed about 200 RFPs prior to the June 26, 2001 RFP response deadline.

SUMMARY OF PROPOSALS

Two proposals were submitted by the June 26th response deadline. The respondents to the Mixed-Use Project RFP and the Non-Profit Arts Project RFP, including the development entity and the development team, and their respective proposals, are summarized in the attached tables.

The AMB Property L.P. submittal includes a proposal for the Mixed Use Site, as required by the RFP, and an Optional Submittal (as per Mixed Use Project RFP page 46) for an expanded site that also includes the Arts Site (the "Arts Site Option"). Their proposal accommodates the Arts Project sought in the Arts Project RFP in a 143,100 gross square foot building on the east side of Illinois Street between 18th and 19th Street, and within a penthouse auditorium in the former Administration Building (Building 101) at the corner of 20th and Illinois Streets

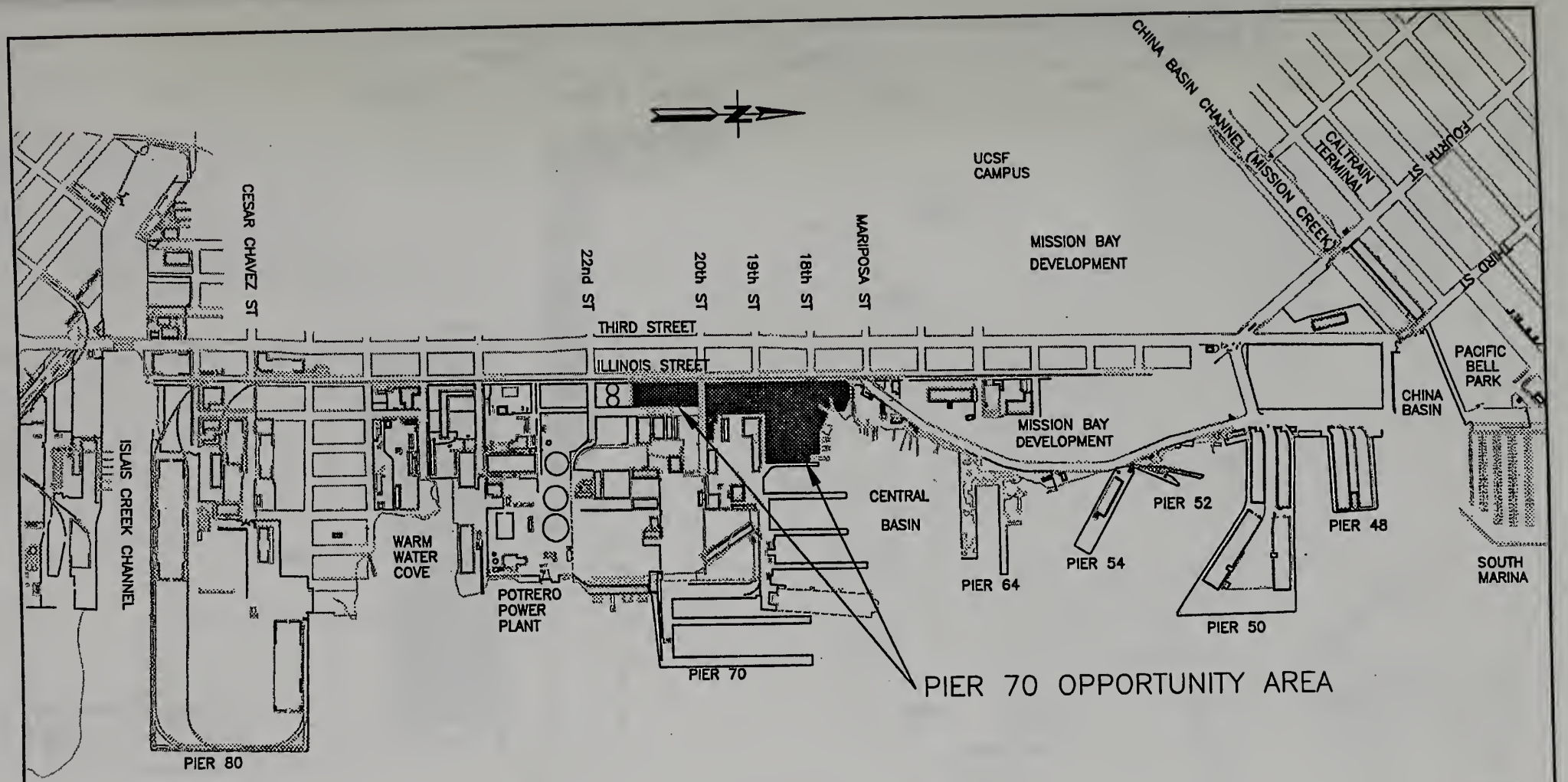
The SFAFC submittal includes a proposal for the Arts Site, as required by the RFP, and an Optional Submittal (as per Arts Project RFP page 43) for an expanded or otherwise modified area that includes a portion of the Mixed Use Site (the "Modified Site Option"). The modification expands the site area by incorporating an 80'x200' portion of the adjoining Parcel H (RFP Figure 3), increasing the site area from 67,400 to 83,400 square feet and increasing the building size from approximately 213,745 to 267,840 gross square feet. The arts building would have three stories with high ceilings along Illinois Street in both proposals, about 50 feet in height within a 40-X Height and Bulk District. The submittal states that compliance with the 40-X District without reducing the desired square footage described in the Modified Site Option would require all of Parcel H, for a total site size of 107,400 square feet.

PROPOSED SCHEDULE

Port staff, with the assistance of an independent consultant team led by Economics Research Associates, Inc., will be evaluating the proposals during the remainder of this month and early August. The goal is to recommend to the Port Commission a Respondent for exclusive negotiations for the Mixed Use Project and a Respondent for exclusive negotiations for the Non-Profit Arts Project at the Commission's public hearing on August 28, 2001.

Prepared by Alec Bash, AICP and Kari Kilstrom, AICP
Project Managers, Pier 70 Mixed Use Opportunity Area

Attachments:
RFP Figure 2—Central Waterfront
RFP Figure 3—Pier 70 Opportunity Area
Mixed Use Project Response—Mixed Use Site & Optional Submittal for the Expanded Arts Site
Table A—Development Team and Proposal in Response to Mixed Use Project RFP
Arts Project RFP Response
Table B—Development Team and Proposal in Response to Non-Profit Arts Project RFP



APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE _____
CHIEF HARBOR ENGINEER

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

FIGURE 2
CENTRAL WATERFRONT

DRAWN BY: ECC	DATE: FEB 28, 2001
CHECKED BY: A. BASH	SCALE: NONE
DRAWING NO.	SHEET NO. OF SHEETS

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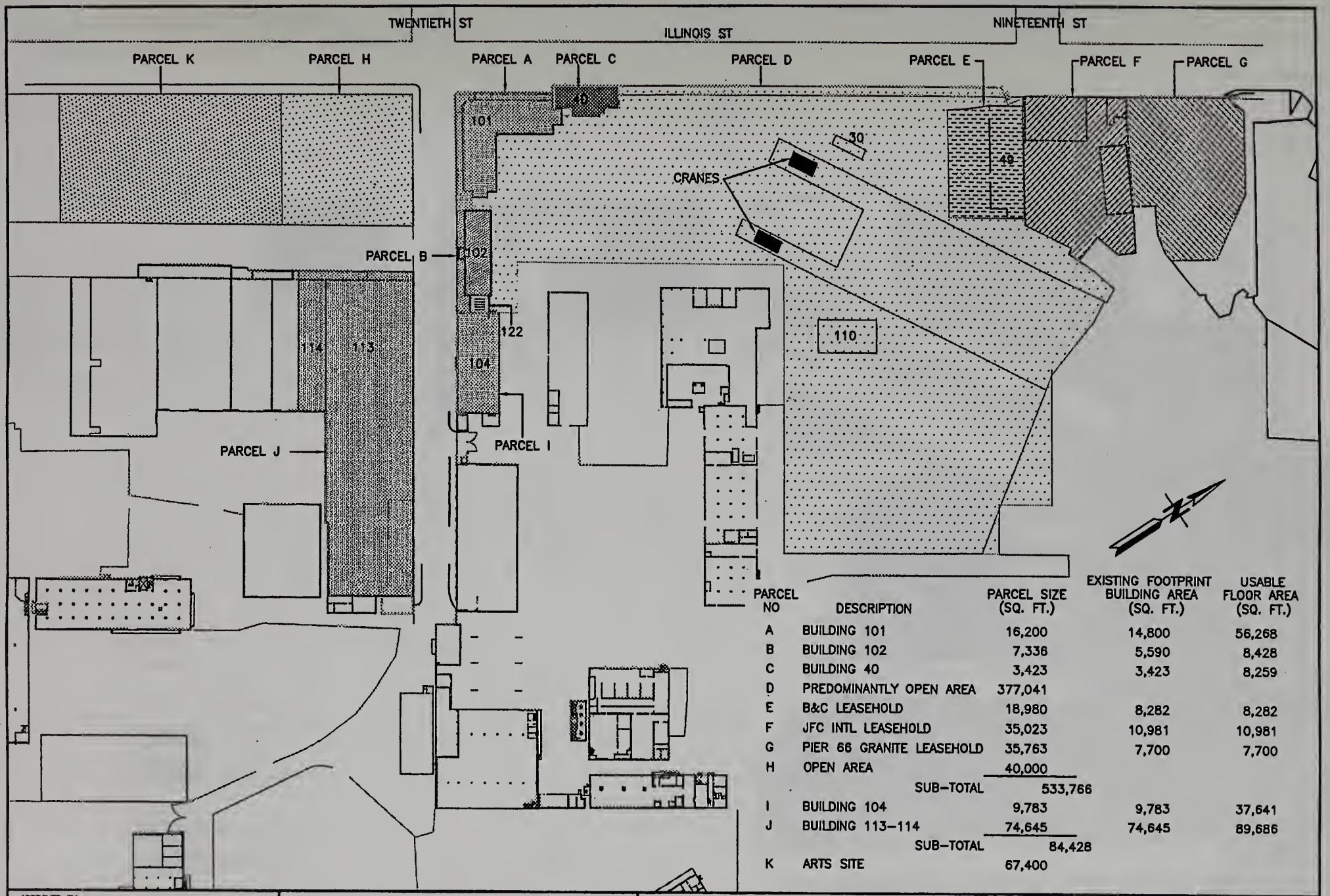

PARCEL NO	DESCRIPTION	PARCEL SIZE (SQ. FT.)	EXISTING FOOTPRINT BUILDING AREA (SQ. FT.)	USABLE FLOOR AREA (SQ. FT.)
A	BUILDING 101	16,200	14,800	56,268
B	BUILDING 102	7,336	5,590	8,428
C	BUILDING 40	3,423	3,423	8,259
D	PREDOMINANTLY OPEN AREA	377,041		
E	B&C LEASEHOLD	18,980	8,282	8,282
F	JFC INTL LEASEHOLD	35,023	10,981	10,981
G	PIER 66 GRANITE LEASEHOLD	35,763	7,700	7,700
H	OPEN AREA	40,000		
	SUB–TOTAL	533,766		
I	BUILDING 104	9,783	9,783	37,641
J	BUILDING 113–114	74,645	74,645	89,686
	SUB–TOTAL	84,428		
K	ARTS SITE	67,400		

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE _____
CHIEF HARBOR ENGINEER

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

FIGURE 3
PIER 70 OPPORTUNITY AREA
& BUILDINGS POTENTIALLY ELIGIBLE
INDIVIDUALLY FOR NATIONAL REGISTER

DRAWN BY	DATE: FEB 28, 2001
CHECKED BY: A. BASH	SCALE: 1" = 200'
DRAWING NO.	SHEET NO. OF SHEETS

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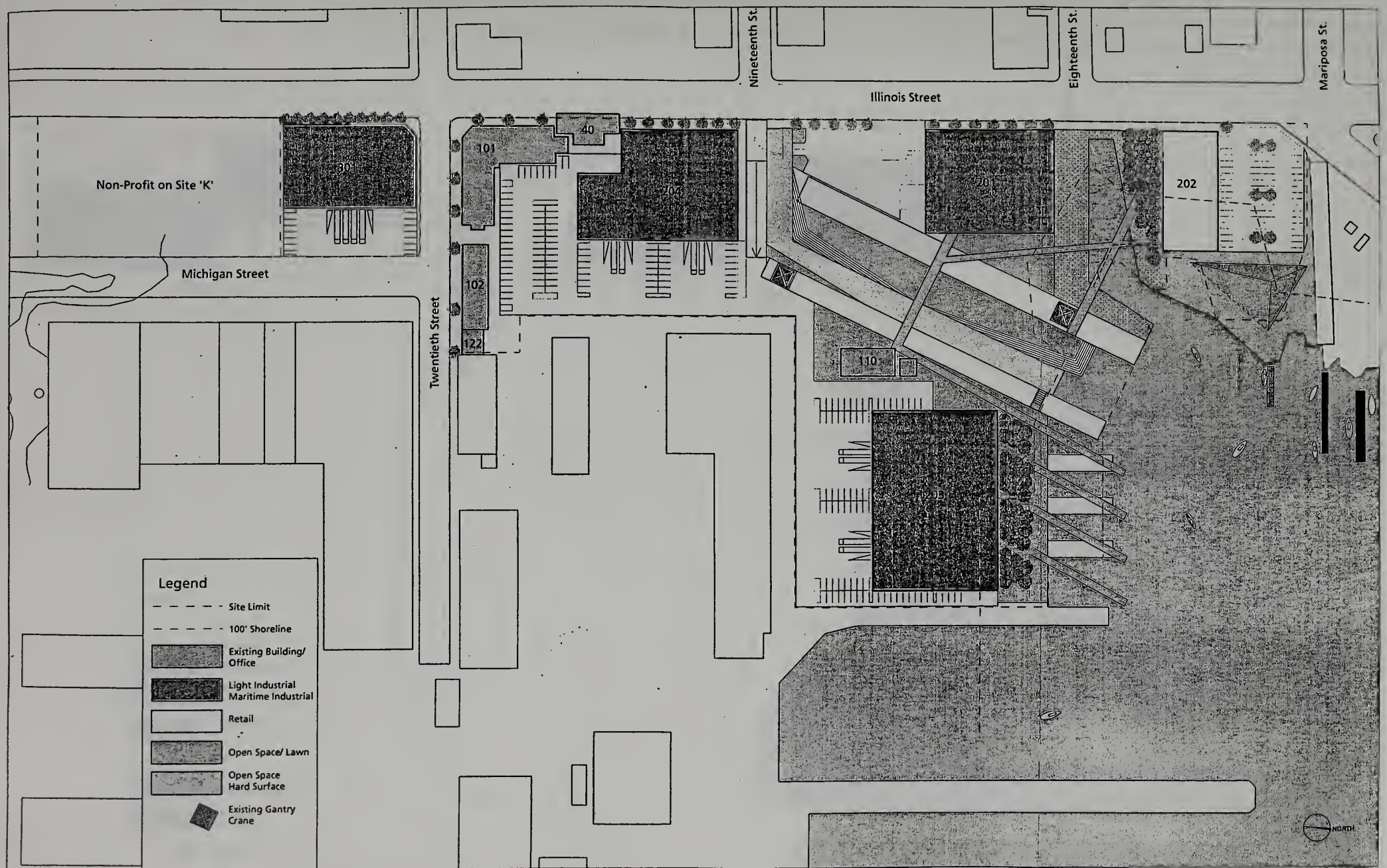
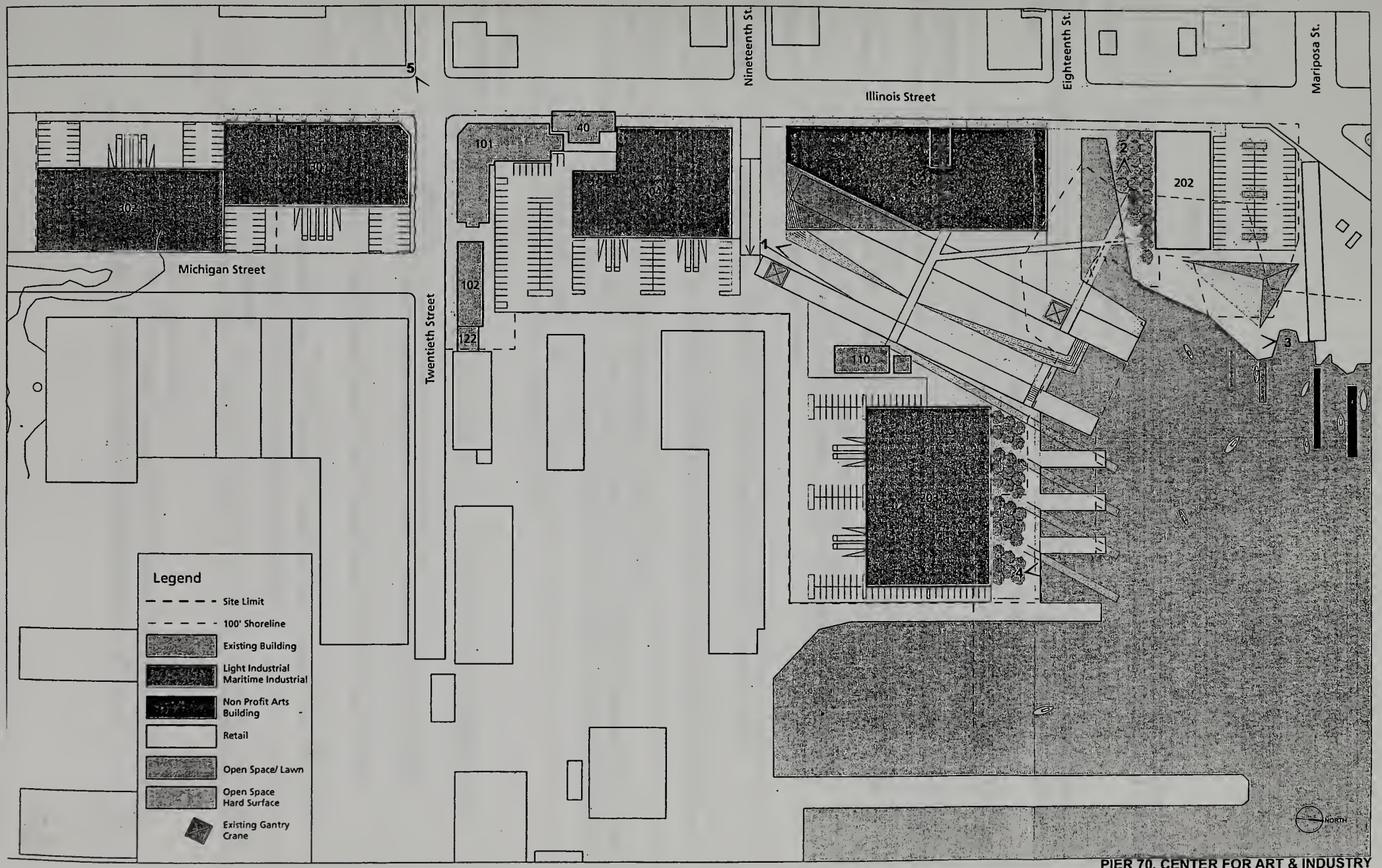
MIXED USE PROJECT RESPONSE
AMB Property L.P. proposal for the Mixed Use Site



PIER 70, CENTER FOR ART & INDUSTRY
-ALTERNATE PROPOSAL- MIXED USE SITE ONLY
USE PLAN

MIXED USE PROJECT RESPONSE
AMB Property L.P. proposal for the Optional Submittal for the expanded Arts Site



PIER 70, CENTER FOR ART & INDUSTRY
SITE PLAN

TABLE A MIXED USE PROJECT RFP RESPONSE DEVELOPMENT TEAM AND PROPOSAL	
Development Entity:	**AMB Property, L.P., a joint venture between AMB and AIG Global Real Estate Investment Corporation**
Developer:	Joint Venture: AMB Property Corporation and AIG Global Real Estate Investment Corporation, a subsidiary of American International Group (AIG) Developer: AMB Property Corporation, Luis Belmonte, Bill Marino, Janice Thacher
Development Team:	
• Legal Counsel	Sheppard, Mullin, Richter & Hampton: Robert Thompson, Michael Wilmar, Lori Wider
• Architect	Simon Martin-Vegue Winkelstein Moris: Karen Alschuler, Dan Cheetham, Evan Rose, Cathy Simon, Judy van Soldt
• Historic Preservation Architects	Page & Turnbull: Frederic Knapp, Charles Hall Page, John Turnbull, Christopher verPlanck
• Landscape Architect	Hargreaves Associates: George Hargreaves, Mary Catherine Jones
• Structural Engineers	Rutherford & Chekene: Donald Miller, Richard Niewiarowski, Noelle Yuen
• Marine Engineers	Moffatt & Nichol: James Brady, Dilip Trivedi
• Soils Engineers	Treadwell & Rollo: Peter Cusack, John Gouchon, Jeffrey Ludlow, Christopher Ridley, Richard Rodgers, Frank J. Rollo, Frank L. Rollo, Philip Smith, Donald Treadwell, Hadi Yap
• Environmental Insurance & Risk Management	AIG Environmental, subsidiary of AIG
• Project Manager	Primus Industries, Inc.: Todd Clayter, James Jefferson, Kim Wilhelm, Xiao Hua Ye
• Community Outreach	Alfred Williams Consultancy, LLC, Carlyle Johnston, Alfred Williams
• Environmental Impact Report	Public Affairs Management: Mary Bean, Scott Steinwert, Kay Wilson
• Contractor	Nibbi Brothers, Inc., John Kugler, Frank Martinez, Joseph Mazzetti, Larry Nibbi, Robert Nibbi, Len Vetrone, John Zordani
• Historian	Nancy Olmstead
• Management & Operations	AMB responsible for operation of Pier 70; operation & management structured around: • Industrial Space: AMB • Open Space & Public Areas: AMB to contract for on-site maintenance staff, Bay Access involved in boat access areas

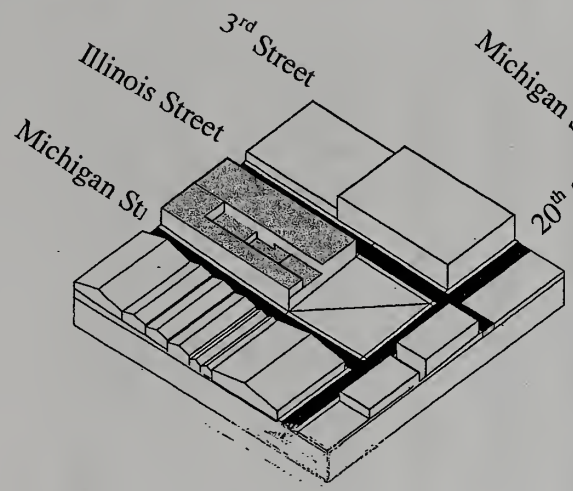
• Management & Operations (cont.)	• Non-Profit Arts & Community Project: AMB responsible for management, non-profit tenants responsible for day-to-day operations of arts space • Office Space in Building 101: Preliminary discussions with Mark Buell & Jeremy Kidson re renovation, leasing, management and ongoing operation
• Lead Negotiator	Luis Belmonte, assisted by Janice Thacher and Bill Marino

The proposal is summarized in the following table. Note that the financial projections included in this table are based upon the proposal and other materials submitted by the respondent.

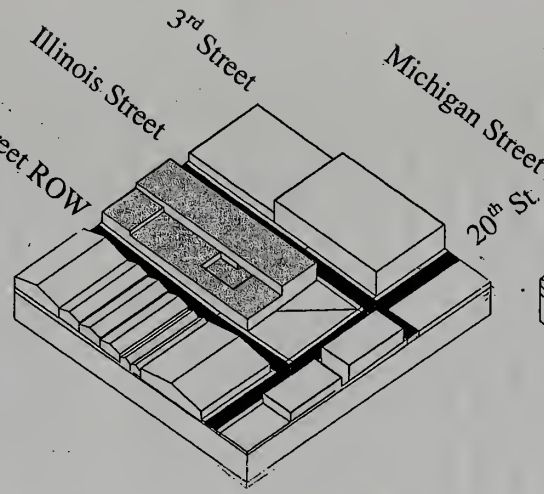
Respondent's Project Concept	....a mixed use development that focuses on the historic renovation of key buildings, the development of a non-profit arts and community space...and additional light assembly and distribution space to help maintain an industrial base in San Francisco, and the opening of the shoreline for public access and recreational watercraft....arts building and its connection with a major new open space will create a new cultural center for the entire region
Development Program:	
• 4 Light Industrial Buildings (includes 10% Office)	Mixed Use Site: 166,100 gross square feet (sf) in Mixed Use and Arts Sites (Optional Submittal): 146,900 gross sf
• Office Building (Building 101)	56,000 gross sf
• Non-Profit Arts & Community Building	Mixed Use Site: 0 gross sf Mixed Use and Arts Sites (Optional Submittal): 143,100 gross sf
• Retail Building	14,000 gross sf
• Boathouse, Restroom & Storage	3,200 gross sf
• Powerhouse	8,400 gross sf
• Parking Spaces	Mixed Use Site: __ stalls Mixed Use and Arts Sites (Optional Submittal): 283 stalls
• Open Space/Public Access	Approximately 6 acres
• Total Building Square Footage	Mixed Use Site: 215,300 gross sf Mixed Use and Arts Sites (Optional Submittal): 371,600 gross sf
Respondent's Financial Proposal/Lease Terms:	
• Initial Guaranteed Annual Base Rent	None during 1st 5 years of operation. Thereafter, beginning in 2011, 75% of average rent paid to Port during 1st 5 years
• Base Rent Adjustments	10%-20% every 5 years depending upon Bay Area CPI
• Participation Rent	50% of net income after AMB has received 11% return on its cost
• Participation Rent Adjustments	None
• Rent During Construction	One time payment, to be negotiated
• Lease Term	65 years
• Port's Participation in sale or refinancing proceeds	Port may elect to participate in sale or assignment in exchange for foregoing 50% participation in net income feature
• Historic Preservation Tax Credits	At this time, anticipate seeking for Building 101
• Tenant Relocation	Port to relocate existing tenants; AMB will negotiate in good faith with JFC and Nikko Fish Company for new lease
Respondent's Projected Project Costs:	

• Hard Costs (Including tenant improvement allowance and contingency)	Mixed Use Site: $37,839,000 Mixed Use and Arts Sites (Optional Submittal): $57,913,000 (Arts & Community Building, $23,531,000)
• Soft Costs	Mixed Use Site: $6,949,000 Mixed Use and Arts Sites (Optional Submittal): $8,421,000 (Arts & Community Building, $3,307,000)
• Total Hard and Soft Costs	Mixed Use Site: $44,787,000 Mixed Use and Arts Sites (Optional Submittal): $66,334,000 (Arts & Community Building, $26,838,000)
• Development Period Financial Costs	Mixed Use Site: $5,328,000 Mixed Use and Arts Sites (Optional Submittal): $7,778,000
• Total Development Costs	Mixed Use Site: $50,115,000 Mixed Use and Arts Sites (Optional Submittal): $74,112,000
Funding:	
• Historic Tax Credits	No estimate provided
• Mortgage Debt	None planned/to be determined
• Equity	100% planned/to be determined
Schedule:	
• Start Construction	January 2003
• Complete Construction	June 2004
• First Year Stabilized Operations	June 2005
Respondent's Projected Rent and Estimated Participation Income to Port:	
• Years 2001-2020 total rent to Port (Base Rent plus Participation Rent) in first 20 years	Mixed Use Site: $19,215,000 ($1,801,000 from 2001-2010) Mixed Use and Arts Sites (Optional Submittal): $7,566,000 (none from 2001-2010, all Participation Rent thereafter)
• Net Present Value of 23 years Port Rent (includes Years 2021-2023)	Mixed Use Site: $2,102,000 Mixed Use and Arts Sites (Optional Submittal): $6,076,000
• Participation in Historic Tax Credits	None

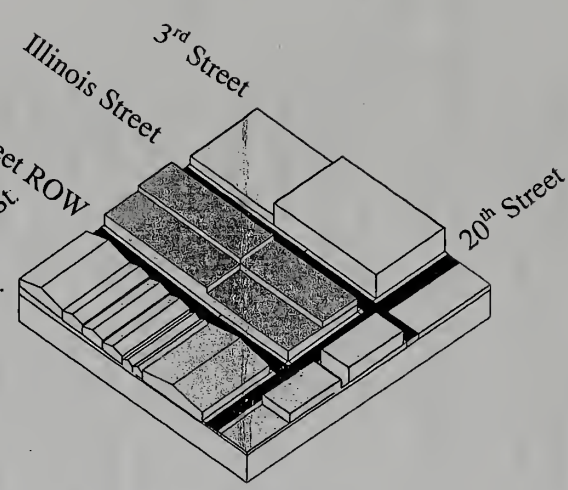
E1 Architectural Plans



SFAFC proposal for the Arts Site



SFAFC proposal for the Optional Submittal for the expanded Modified Site Option



Fully-Compliant Envelope

Zoning Envelope Diagrams

TABLE B NON-PROFIT ARTS PROJECT RFP RESPONSE DEVELOPMENT TEAM AND PROPOSAL	
Development Entity:	San Francisco Arts Future Consortium, LLC (pending)
Developer:	Managing Member, San Francisco Arts Future Consortium Fee Developer: Wilson Equity Office & Wilson Meany: Tom Sullivan, Chris Meany, Jon Knorpp, Adam Chall, Muhammad Nadhiri
Development Team:	
• Participating Arts Groups, Signatories to Proposal	Center for the Book: Mary Austin, Kathleen Burch Dancers' Group: Tanya Calamoneri Joe Goode Performance group: Mary Jane Eisenberg Lorraine Hansberry Theatre: Quentin Easter New Langton Arts: Susan Miller Other Minds: Charles Amirkanian San Francisco Art Institute: Ella King Torrey San Francisco Camerawork: Marnie Gillett San Francisco Jazz: Randall Kline San Francisco Shakespeare Festival: Charles McCue
• Legal Counsel	Farella Braun + Martel LLP: Mary Murphy
• Project Consultant	Smith/McGee/Huss: Curtis Smith
• Fundraising Consultant	Fitzgerald & Graves: Rebecca Ross, Gail Ginder, Robert Glavin, Christopher Hest, Susan Martin, Carol Pollock
• Design Architect	Hodgetts+Fung Design Associates: Craig Hodgetts, Hsin-Ming Fung, Ron Calvo, Matias Creimer
• Executive Architect	Gordon H. Chong and Partners: Gordon Chong, Brian Shiles, Sam Nunes, Michael Wilson, Pauline Souza
• Structural Engineer	Structural Design Engineers: Rajendra Sahai, John Laws, Steven Lepisto
• Electrical Engineer	Silverman & Light, Charles Silverman
• Mechanical Engineer	Mazzetti and Associates: John Pappas
• Environmental	Erler & Kalinowski, Inc: Michelle Kriegman King
• Contractor	Webcor Builders: Andrew Ball, Richard Lamb
• Management & Operations	San Francisco Arts Future Consortium
• Representatives of pending LLC	Smith/Magee/Huss: Curtis Smith San Francisco Art Institute
• Lead Negotiators	Tom Sullivan, Chris Meany, subject to Board approval

The proposal is summarized in the following table. Note that the financial projections included in this table are based upon the proposal and other materials submitted by Respondent.

Respondent's Project Concept	.... conceived as a permanent home for ten arts organizations... at least initially, only Consortium members will be occupants, as there is more than sufficient demand on their part to fill the building....fundamental concept and mission is to develop a Center that will contribute significantly to retaining and enhancing arts uses in San Francisco, and expanding opportunities for community participation in the arts.
Development Program, Arts Site:	
Total Building, including common areas	213,745 gross square feet (sf) (detailed breakout not yet available for building uses or occupancies)
Parking	If deemed necessary, would seek a mutually acceptable shared parking agreement with Mixed Use Project developer
Development Program, Expanded Site Option:	
Building Uses	
• Artists Studios	88,000 sf
• Rehearsal Spaces	9,850 sf
• Gallery Spaces	14,900 sf
• Scenery Shops	20,400 sf
• Teaching Spaces	22,000 sf
• Administrative	22,600 sf
• Performance Spaces	9,300 sf
• Storage Spaces	7,550 sf
A. Subtotal	*194,600 sf*
• Plaza & Terrace Space	27,800 sf
B. Subtotal	*222,400*
Total Building, inc. common areas	267,840 gross sf
Parking	Same as for Arts Site, above
Member Occupancies, Expanded Site Option (does not include Plaza/Terrace or common areas):	
Center for the Book	5,230 sf, 3%
Dancer's Group	4,525 sf, 2%
Joe Goode Performance Group	6,150 sf, 3%
Lorraine Hansberry Theater	14,100 sf, 7%
New Langton Arts	6,750 sf, 4%
Other Minds	2,050 sf, 1%
San Francisco Art Institute	116,450 sf, 61%
San Francisco Camerawork	6,350 sf, 3%
San Francisco Jazz Organization	13,005 sf, 6-7%
San Francisco Shakespeare Festival	18,000 sf, 9%
Subtotal	192,610 sf
Respondent's Financial Proposal and Lease Terms:	
Initial Guaranteed Base Rent	Arts Site: $13,480/month Expanded Site Option: $16,680/month
Base Rent	1.5% annual rent increase applied every 4 years

Adjustments	
Percentage Rent	50% of any profits if excess proceeds generated by subleases to non-amenity for-profit organizations (no such space allocated under Scheme C; a certain amount of such space may possibly be created under Scheme D)
Percentage Rent Adjustments	Periodic adjustments Negotiable percentage rent on any for-profit retail or restaurant
Rent During Construction	none
Lease Term	66 years
Port's Participation in sale or refinancing proceeds	In event of disposition, 50% of proceeds greater than development costs plus current & future capital improvements, inflated at 8% annually to reflect below-market cost rate return on Consortium capital
Other	Port to convey leasehold interest without any tenants in place or having leasehold interests
Hazardous Materials, etc.	Any extraordinary costs associated with conditions customarily landlord's responsibility (e.g. hazardous materials) returned as rent credits (assumptions predicated on customary conditions & delivery of buildable lot)
Subleases	Each Member to have standard sublease with authority & responsibility for use & design of own space, with use expectations based on Center's mission included in sublease. Standard sublease form approved as part of ground lease and not require further Port consent, nor would replacement subleases or sub-subleases to other non-profit arts organization satisfying use provisions. Other subleases greater than 10,000 sf would require Port's review & approval.

Respondent's Projected Project Costs:	
• Hard Costs (including Contingency & Tenant Improvements with architectural allowance)	Arts Site: $36,259,303 Expanded Site Option: $40,199,720
• Soft Costs	Arts Site: $9,683,797 Expanded Site Option: $10,374,808
• Contingency	Arts Site: $3,727,500 Expanded Site Option: $4,100,637
• Total Development Costs	Arts Site: $49,700,000 Expanded Site Option: $54,700,000
Funding:	
• Debt Service	Arts Site: $12,495,600 Scheme C Expanded Site Option: $13,750,165
• Fundraising	Arts Site: $49,670,600 Expanded Site Option: $54,775,165
Schedule:	
• Start Construction	8/1/2003
• Complete Construction	9/30/2004
• Stabilization	9/30/2004
• Occupancy	10/1/2004

Respondent's Projected Rent and Estimated Participation Income to Port:	
• Years 1-20 (2001-2020 total rent to Port (Base Rent; no Percentage Rent projected)	Arts Site: $2,731,993 ($1,028,056 in first ten years) Expanded Site Option: $3,390,441 ($1,272,106 in first ten years)
• Estimated Potential Participation in Sale, Transfer or Refinance	None assumed

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SAN FRANCISCO
PORT COMMISSION

JULY 24, 2001
MINUTES OF THE REGULAR MEETING

MEMBERS, PORT COMMISSION

HON. KIMBERLY BRANDON, PRESIDENT
HON. BRIAN McWILLIAMS, VICE PRESIDENT
HON. DENISE McCARTHY
HON. MICHAEL HARDEMAN
HON. PIUS LEE

DOUGLAS F. WONG, EXECUTIVE DIRECTOR

CITY & COUNTY OF SAN FRANCISCO
PORT COMMISSION

MINUTES OF THE REGULAR MEETING
JULY 24, 2001

1. ROLL CALL

Commission President Kimberly Brandon called the meeting to order at 4:10 p.m. The following Commissioners were in attendance: Kimberly Brandon, Brian McWilliams, Denise McCarthy, Michael Hardeman and Pius Lee.

2. APPROVAL OF MINUTES - July 10, 2001 Regular Meeting

ACTION: Commissioner Lee moved approval with Commissioner McCarthy's amendments; Commissioner McWilliams seconded the motion. All of the Commissioners were in favor; the minutes of the July 10, 2001 regular meeting were adopted.

3. EXECUTIVE

A. Executive Director's Report:

- Brannan Street Wharf Public Workshop on July 30, 2001. The first public workshop for the proposed Brannan Street Wharf open space will be held next Monday, July 30 at 6 p.m. in the Bayside Conference Room at Pier 1. The Brannan Street Wharf is envisioned to be a new bayfront urban park located on The Embarcadero along the South Beach waterfront between Pier 30-32 and Pier 38. The Port and BCDC both called for the development of the Brannan Street Wharf when the two agencies reached a historic agreement last July regarding land uses and development on the San Francisco waterfront. The first phase of the wharf is to develop a concept design to submit to the Port Commission and the BCDC Commission for consideration. It will be an active meeting where staff will begin to set land use priorities and explore the physical form of the new park.

- Annual Report: He commended Renee Dunn, Public Relations Manager, for a job well done. Ms. Dunn thanked the Commission for their input. She also mentioned that a committee has been established to start working on the next annual report.

4. CONSENT CALENDAR

A. Request for authorization to issue Request for Proposals (RFP) to Lease 601 Cesar Chavez Street, formerly known as The Pier 80 Inn Restaurant. (Resolution No. 01-59)

ACTION: Commissioner Hardeman moved approval; Commissioner Lee seconded the motion. All of the Commissioners were in favor; Resolution No. 01-59 was adopted.

5. ENGINEERING & MAINTENANCE

A. Request for authorization to award Contract No. 2668, "Pier 43 Arch Repair" to the lowest responsive bidder, Valentine Corp. (Resolution No. 01-60)

Mr. Joe Roger, Structural Engineer and Project Manager, presented the item and requested Commission's approval.

ACTION: Commissioner McWilliams moved approval; Commissioner Hardeman seconded the motion. All of the Commissioners were in favor; Resolution No. 01-60 was adopted.

6. NEW BUSINESS/PUBLIC COMMENT

Ernestine Weiss mentioned that the Pier 70 project was a great idea. She informed the Commission that she spoke to Dan Hodapp about replacing the benches in the ferry plaza, around Gabbiano's Restaurant. She also brought up the State Lands Commission's issues regarding the proposed office spaces for the Piers 27-31 and Pier 30-32 project.

7. EXECUTIVE SESSION

ACTION: Commissioner Hardeman moved approval; Commissioner Lee seconded the motion. All of the Commissioners were in favor.

At 4:20 p.m., the Commission withdrew to executive session to discuss the following:

CLOSED SESSION

(1) CONFERENCE WITH LEGAL COUNSEL REGARDING ANTICIPATED LITIGATION MATTER (DISCUSSION ITEM):
This item was taken off calendar

a. Discuss significant exposure to litigation pursuant to subdivision (b) of California Government Code Section 54956.9 (1 potential case).
X As Defendant __ As Plaintiff

- As Defendant: The purchaser of a drydock at a public auction has hired counsel and filed a claim for monetary damages relating to Port's alleged failure to disclose information concerning the drydock.

(2) CONFERENCE WITH REAL PROPERTY NEGOTIATOR – This is specifically authorized under California Government Code Section 54956.8.
This session is closed to any non-City/Port representative. *

a. Property: Illinois Street and Islais Creek
Person Negotiating: Port: Karen Clopton, Chief of Operations
*Catellus: Doug Gardner

b. Property: Pier 30/32 and SWL 330
Person Negotiating: Port: Byron Rhett, Director of Planning & Development
*San Francisco Cruise Terminal LLC: Glen Elkington

c. Property: Pier 70 Opportunity Area
Person Negotiating: Port: Byron Rhett, Planning & Development Director
* AMB Property L.P.: Luis Belmonte.
* San Francisco Arts Future Consortium (SFAFC): Christopher Meany

d. Property: 1201 Illinois Street, between Humboldt and 23rd Streets
Person Negotiating: Port: Byron Rhett, Director of Planning & Development and Mark Lozovoy, Asst. Deputy Director of Real Estate
*Potrero Power Plant (Mirant Americas Development, Inc.): Mark Harrer
This item was taken off calendar

e. Property: Seawall 344
Person Negotiating: Port: Byron Rhett, Director of Planning & Development and Mark Lozovoy, Asst. Deputy Director of Real Estate
*Hetch Hetchy: Marla Jurosek, Director of Retail Services
This item was taken off calendar

f. Property: Pier 45, Shed B-1 and Wharf J-3
Person Negotiating: Port: Theresa Picon, Real Estate Director
*Alioto's Restaurant: Nunzio Alioto *Nick's Lighthouse: Jeffrey Pollock
*Sabella & Latorre: Frank Sabella *The Crab House: Francis Chu

8. RECONVENE IN OPEN SESSION

At 5:45 p.m., the Commission reconvened in open session.

ACTION: Commissioner McCarthy moved approval to not disclose any information discussed in executive session. Commissioner Hardeman seconded the motion. All of the Commissioners were in favor.

The meeting was adjourned at 5:45 p.m.